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FIRST EDITION.

WASHINGTON.

Cameron Intriguing for the Vice Presidency.

The Movement Initiated in Baltimore—Resignation of Commissioner Pleasanton Probable—Value of a Clerk's Honor—The Effort to Oust the U. S. Judges in Utah—Population of New York City 928,000—Number Foreign Born, 418,646, &c., &c.

Special Dispatch to the Commercial.

WASHINGTON, D. C., June 26, 1871.

Simon Pointing for the Vice Presidency.

The latest form of intriguing of Cameron's wing of Pennsylvania politicians has taken the shape of an attempt to nominate him for the Vice Presidency with Grant. An editorial of the *Republican* this morning in favor of such nomination excites considerable comment, as this paper aims to print only what it supposes will not displease the administration. It says: "A number of political friends of Hon. Simon Cameron, in Baltimore, have formed an association and formally presented his name for the Vice Presidency on the ticket with President Grant. Mr. Cameron is a rare and sturdy old gentleman, a superb politician and a Statesman of acknowledged ability. He is extremely popular with the people, possesses not only a national but almost world-wide reputation, and would, we have no doubt, poll the unanimous vote of his party. It is early in the day to talk about the Vice Presidency, however. Mr. Colfax is still in the field, for, we believe, he has reconsidered the determination he made some time ago of retiring forever to the quiet shades of Indiana home life. Mr. Cameron has one thing in his favor: if he can only fix up his little trouble with Mr. Curtin, he can certainly carry Pennsylvania."

Commissioner Pleasanton to Resign.

The differences between Secretary Boutwell and Commissioner Pleasanton have become so great that it seems almost certain that the latter will retire within a week or ten days. The probabilities are that Deputy Commissioner Douglass will succeed him. This is one of the best selections the President can make.

Col. Thompson's Price.

Notwithstanding the explicit denials from one of the Directors of the New York Central Railway, that Col. Thompson, late chief clerk to Commissioner Pleasanton, did not offer to sell the decision in the case of that road before it was published, the Secretary of the Treasury has telegrams sent by Thompson to Ellerwood, of New York, the counsel of the Company, the first asking what the advance information concerning the decision would be worth. To this an answer came naming $3,000. Thompson then telegraphed that he must have $5,000.

Removal of United States Judges in Utah.

The attempt to secure the removal of the United States Judges in Utah, Strickland and McKean, still continues. The Attorney General's office has received many papers containing charges against these gentlemen. The movement was originally instituted by Senator Stewart, and the burden of the charges is that they are interested in mining operations. No action has been taken, and the papers are received with due allowances, as it is regarded barely possible that the other side is also interested in mining operations.

Population of New York City.

The census table just completed shows the total population of New York city to be 928,000. Of these 418,646 are foreign born. The leading foreign nationalities are: Irish, 201,999; Germans, 145,232; English, 24,343; Scotch, 7,651. The total number of colored is 12,66. This table completely explodes the idea which has been so often reiterated, to the effect that there has been a large Southern immigration to New York since the war. The total population there resident credited to all the Southern States does not reach three thousand. A curious feature about this table, that like not only is every blank opposite the printed nationalities filled, but there are about fifty persons in addition to accommodate the very cosmopolitan population of the city.

WASHINGTON, June 26, 1871.

CONTEMPLATED CHANGE IN THE CABINET—THE ATTORNEY GENERALSHIP.

One of the many Cabinet rumors here contemplates a change in the Attorney General's Department. It is stated that the present incumbent will be succeeded by either Solicitor General Bristow or by General Harlan, which latter is Republican candidate for Governor in Kentucky. It is well known that Mr. Akerman has been on the eve of retiring for several months, and that it was an understood fact that he was to go out some time last spring, but was induced to consent to remain in his portfolio up to the present time, and will probably retain it until the Kentucky election is heard from.

TREASURY NOTES.

All coupon bonds that have been purchased within the last two years, with the exception of those now passing through the hands of the accounting officer of the Treasury, the bonds in the hands of the Register held to supply calls by Exchange, and the cancelled bonds in the hands of the Committee on Destruction of bonds, will be examined and found genuine. It has been ascertained from official sources that there is no basis or evidence to sustain the statement of detectives that there are $10,000,000 in counterfeit notes of National banks in circulation.

LOUDONVILLE, O.

A Farmer Robbed by His Hired Man.

Special Dispatch to the Commercial.

LOUDONVILLE, O., June 26, 1871.

A farmer near here named George Arnholt was robbed yesterday of one hundred and forty dollars and a suit of clothes by a hired man, named Wilson, who escaped with the booty.

SHAMBURG, PA.

A Little Girl Drowned in a Cistern.

Special Dispatch to the Commercial.

SHAMBURG, PA., June 26, 1871.

At two o'clock this afternoon a little girl about four years old, only daughter of Henry Smith, while playing with other children, fell into a cistern under the Reform House in this place, in which there was eight feet of water. She was not reached until life was extinct.

NEWS SUMMARY

BY TELEGRAPH.

Commodore George S. Blake, a retired naval officer, died suddenly on Saturday, at his residence in Longwood, Mass., of heart disease, aged 70.

The editors and publishers of the Tenth and Eleventh Congressional Districts of Indiana, with their ladies, left on the excursion train to Lincoln, Nebraska. The party numbers about eighty.

Thomas Church, a prominent citizen of Chicago, died Sunday night, aged seventy.

The office of the *Journal*, at Prescott, Wis., was burned yesterday. It was insured for $6,000.

Frank Dunshee, aged eleven, was crushed to death by a car, at Rockford, Ill., Saturday. Every bone in his body was broken.

The First Battalion of the First Regiment N. G. C., made a forced march from Sacramento on Saturday, reaching Sutter creek, Amador county, Sunday night, and taking the riotous miners by surprise. No resistance was offered, but there were many insults to the troops. The inhabitants generally are delighted at being relieved from the terrorism of the miners' league. The pumps were to be started in the mines yesterday morning, and miners willing to work will be protected. Adjutant General Caseman is in command. The rioters are making many threats, but have no chance of successful resistance.

Henry Weimar, of Vallejo, California, was shot fatally by a lumber man, Thomas Farren, at a Chrisching party in San Francisco, Sunday.

Dr. W. A. Barstow committed suicide in San Francisco by shooting himself in the head with a pistol Sunday evening. Cause unknown.

At Rochester, Minnesota, on the 22d, a white lad named Stevens and a colored lad named Willis, barbers' apprentices, quarreled about a guitar, when Stevens drew a revolver and shot the colored boy, causing his death in a few minutes.

Prof. O. C. Marsh, of Yale College, is in Chicago with a party of students *en route* to the west to complete the geological investigations begun last year.

A bloody row occurred in a saloon in St. Paul between three brothers named Kinney and another man, over a game of cards. One of the Kinness stabbed and killed his brother. All more or less intoxicated.

At Princeville, Illinois, on Saturday, a man named McNamie attempted to hang Miss Potter, a school teacher who had punished his child. He went to the school house, ordered the pupils to fasten a rope around her neck and dragged her to the door, when she was rescued from the ruffian by two men who came along. McNamie is in jail.

The steamer Montana, from Panama, has arrived at San Francisco. Among the passengers were seventy-six men sent from New York to Magdalena Bay by the Lower California Company, who walked out from the mines and formally announced to the Mexican authorities, who issued rations to keep them from starvation. They say they were compelled to sign an agreement to release the Company from liability for damages before being permitted to leave. Some are sick, some barefooted, and all ragged and utterly destitute. They are seeking relief from the Mayor. Their indignation against the Lower California Company is unbounded.

A young woman aged about twenty years, name unknown, was murdered Saturday morning near Chase's Station, Md., on the Philadelphia Railroad, by a party of men who claim to have mistaken her for a man dressed in woman's clothes, who has been prowling about the neighborhood some time stealing. She was first seen Friday acting suspiciously, and early Saturday morning a party of four whites and two colored men went in search of her. They found her sitting on the bank beside the railroad track, and one Joseph Leugine, who was armed with a shot gun, fired, the charge taking effect in her forehead, killing her instantly. The woman had blue eyes, long flaxen hair, and from her dress and face a ladylike appearance. It is supposed she was insane, and had escaped from custody. The murderer has been arrested.

The Commissioners of the new State capitol at Albany, N. Y., have refused the demand of the stone cutters employed on the edifice for the same wages, $4 50 per day of eight hours, as they are now receiving for ten hours.

At Louisville Sunday night a young man was shot under circumstances which render it almost certain that he was murdered by a jealous rival. During the evening Jacob Heins and Valentine Rabbit, rival suitors for the favor of Miss Lizzie Wirtz, who was engaged to marry Heins, met at the house of the young lady's mother, five miles from the city and remained until ten o'clock, when Rabbit left. A quarter of an hour after Heins also left. He had gone about two miles, when Miss Lizzie and Mrs. Wirtz heard a pistol shot, and fearing some harm to her betrothed, ran out of the house and up the road, meeting Heins staggering back. He fell in in the road, when she picked him up and carried him in the house, where he died yesterday afternoon. The ball had entered the left side of the abdomen. Before his death Heins made a statement of the affair, declaring that Rabbit swung out of a fence corner and shot him with a pistol. Rabbit was arrested, but denies having done the bloody deed.

Order Your Groceries

From the Checkered Front. Full assortment at lowest rates.

RAILWAY MATTERS.

THE HEATH & RAPHAEL ERIE SUIT.

NEW YORK, June 26.—The argument on the motion on the part of Heath & Raphael in regard to the 30,000 shares of stock they are endeavoring to obtain possession of from Jay Gould, was continued to-day. The proceedings were brief. Southmayd contended that the stock was held by Gould as a means to secure the registration of the new issue. The counsel for Gould characterized such allegations as utterly without proof to sustain it, and said it would be shown conclusively that the efforts of Heath & Raphael were simply that of a clique endeavoring to get hold of the stock for their own purposes, and to prevent its getting into the hands of the rightful owners, the English stockholders. The case will be resumed on Thursday next.

THE NEW ORLEANS, MOBILE AND TEXAS LINE.

The New Orleans, Mobile and Texas Railroad, which some of the strongest capitalists and best known business men of the North are building from Mobile through New Orleans to Houston, is receiving unusual notice as an enterprise not only much needed but containing more than ordinary conditions of success and security. The road is to be the only rail connection between New Orleans and the great and most productive State of Texas, of which State Horace Greeley writes as follows:

"Texas is as large as France, with a more genial climate and far richer soil. She has more and better timber, and more cattle and horses than France. Slavery being dead, lands are in request and have a value, which railroads are rapidly doubling and quadrupling. Railroads are bringing markets and comforts to every man's door. The work of providing this people with necessary railway communication is barely well begun; but little will be finished at last nearly every line seems to be in the hands of solvent, capable, upright men, who are backed by ample capital, and is pushed with vigor and clear sighted resolution. The New Orleans, Mobile and Texas Railroad is now pushing due westward through Louisiana, and expects to reach Houston before this time next year."

The New York *Evening Post* says in its financial review of June 16th:

"The road is one of the most important in the South, and its stock is largely owned by such capitalists as Messers. E. D. Morgan & Co., Morton, Bliss & Co., J. W. Seligman & Co., Lee, Higginson & Co., and Hon. John A. Griswold, whose names are of themselves a guarantee that the enterprise is a good one."

The New York *World* of June 12th, says in its financial article:

"The Company has expended already nearly $16,000,000, and two-thirds of its entire road is built. The Board of Directors consists of some of our wealthiest and most influential citizens."

The New York *Express* of the same day says, in its report of the money market:

"The road is one of the great Southern trunk lines destined to open up to the Atlantic ports a section of country heretofore devoid of railway facilities."

Some interesting statements concerning the securities of the enterprise so highly commended, will be found in our advertising columns.

THE FIFTY MILLION PROJECT IN CALIFORNIA.

The Sacramento *Union* of May 18th gives, on what it claims as reliable authority, the outlines of a new railroad corporation about to be formed in California for the purpose of building a road 1,500 miles in length, to connect the California Pacific with the Holladay Oregon road and with the Union Pacific, the new combination to be in the interest of the following companies: Pennsylvania, Pittsburgh and Fort Wayne, Chicago and Northwestern, Union Pacific, Holladay's Oregon Company and the California Pacific. It also says "the Rothschilds and others have agreed to furnish the fifty millions necessary capital, and no bonds or subsidies, national or local, will be called for. The western starting point is Davisville, Yolo county, to run northward to Goose lake, near the northeastern corner of California, and nearly to Oregon; thence southeast to Klamath lakes, Oregon, where the junction will be formed with Holladay's road coming from the Willamette valley and Portland; thence due east along the plateau south of Snake river to the point of junction with the Union Pacific not to the present terminus of Salt Lake. There the precise route the road will take through the Rocky Mountains is not stated, it may choose between three passes—Beckwourth's Pass, which, at its greatest elevation, is less than 5,000 feet above the water, Fremont's Pass is north of Beckwourth's, and Noble's still north of Fredonyer's. The latter has an elevation of over 4,000 feet. There is said to be a vast extent of first-class agricultural country east of the Sierra Nevada, from Honey lake to Christmas valley, and it is claimed that the local trade would soon make the whole line comfortable from the Klamath lakes to Salt Lake. Forming an easy connection with the Northern Pacific Railroad, the Holladay branch and the Union Pacific will form the main trunk in northwestern terminus on Puget Sound, while the Union Pacific's through cars will also have a depot at Vallejo. The running time over the new route is likely to be the quickest from ocean to ocean. The *Union* says this railway is the most important one controlling the Central Pacific to deal fairly, and adds that ten thousand men will be put to work on the road within sixty days, and that the completion is to be hastened with all possible dispatch. The capital of this new enterprise is put down at fifty millions of dollars!

THE NARROW GAUGE IN CALIFORNIA.

Gen. W. S. Rosecrans writes to the San Francisco *Alta*, under date of June 14, as follows:

"Regarded economically a car is a hauling machine. Every unnecessary expense put upon this machine adds to the cost of hauling done by it. This cost comes out of the profits. Every unnecessary cost in the construction and equipment of railroads is a public evil. The cost of many another civil coal results from blunders in engineering, blunders in management, or rascality in operating the road or working the stock, the public have to pay the interest on it.

"In this view why should we pay for building a broad gauge if a narrow gauge will do all the work likely to be required? Evidently it would be a public wrong for the owners of railway franchises to build a broad gauge when a narrow gauge will do the work; and the public have a right to insist that it is not done, and to hold those who thus prepare needless burdens responsible for it.

"The question comes up, therefore, with every new railway line, and should be asked by the people. Will a narrow gauge do the work? The data for this answer are to be sought in reason and experience, but I will add, Has the most crowded four-foot eight and a half inch gauge railway in the United States more work to do? Why not first see if that line of road with this gauge which has the greatest traffic in the world does less than it can, and yet carries five times as much freight over each mile as does the most heavily-worked road in the United States, why does the latter need so much more capacity than it has work? If the heaviest worked road in our country has ten times as much to do as the average road, why should we not expect for the next twenty years, why should they be made to cost so much? Why also should new roads be constructed with a carrying capacity fifty times greater than the work they will be called upon to do? Any man who can answer these questions can so construct, can prove that not one ought to get a six-horse Concord coach to give a baby an airing."

The *Alta* comments on the letter as follows: The narrow-gauge as peculiarly adapted to the needs of California, and agrees that the narrow-gauge will ultimately take the place of the macadamized country and town roads. It even goes so far as to say that the narrow-gauge will be the road of the future, because before every large farm will have its little railroad for transportation to its own town, station, and also a connection with the railroad system of the State.

This practical view of the subject open up new vistas of possible and probable railroad enterprises. It is evident that we are about to begin a new era in railroad building.

EXTENSION OF THE WILMINGTON AND READING ROAD.

The proposed extension of the Wilmington and Reading Railroad to the coal regions is being pushed with much vigor. The line from Wilmington to Birdsboro, paying strict attention to its local interests, is already a great success, so successful indeed that it has already many times exceeded the purpose of its road and charter. The new extension will not only furnish another outlet for our coal-producing districts, besides opening up new fields, but also give Philadelphia and Wilmington direct access to the traffic of the lakes and Buffalo. At present the distance from Philadelphia to Buffalo, via Consequenty, Buffalo and the lakes, is by way of the North Pennsylvania road 266 miles; by way of Port Clinton and Williamsport 272 miles; by way of the Pennsylvania Central and Harrisburg 281 miles; by way of the Reading Railroad 264 miles, and by way of the new route to be opened 223 miles. By the route the road will open, Philadelphia coal can be delivered at Reading for fifty-three cents per ton, instead of $1 11, as at present. As the distance from Reading to Wilmington, by the new route, will be seventy-one miles, and from the same city to Philadelphia it is but thirty, it is to be seen that the new corporation will eventually find it is cheaper to find tide-water at the Delaware front then to seek it at the shallow Christiana Creek.

Facts Regarding the International Society.

The Paris correspondent of the London *Times* gives a description of the International Society. He says that, although only nine years have elapsed since its foundation, it counts 250,000 members. This does not include affiliated societies, which are assisted in their enterprises by the International, and which comprise Fenians, Marianne brothers of the Republic of Lyons and Marseilles, numerous secret societies of Russia and Poland, and the carbonari generally over Europe. The Central Committee of the Association, which has a branch in America, is in London.

Its presiding spirit is a German, who conceived the idea of organizing in Berlin, in a definite form, the elements of Babœuf, Henarck, Jacobi, Proudhon and others. There is no President. The central office is composed of a Secretary General and fifteen members. Each country composes a branch of the association. Each important center is subdivided into other sections, with a central bureau. Every week each central bureau sends to the London office: 1. Detailed report on the political and commercial events of the neighborhood. 2. Statement of additional members. 3. Financial statement. 4. Statement, by name, of the principal merchants and tradesmen. 5. Statement, by name, of the principal proprietors and capitalists. 6. Copies of the minutes of meetings held.

The organization is conceived on a scale capable of indefinite expansion, and appealing to the sympathies of the largest and most opposite classes in the community in all countries. The catastrophe of Paris, and so fast operations in the course of its growth, will probably give it a powerful impetus. While it appeals to the whole working classes of the civilized world by argument and by the simplest cash comprehend, and offers a refuge and support to revolutionists of every country, it has a philosophy and political economy of its own, and invites all proselytes to attract theorists and would-be reformers. It therefore touches the leftist and fantastic schools of unsolidity wish to raise others, and those who selfishly desire to rise themselves at the expense of others. As it raises its head in one quarter it is constantly increasing in influence and power for good. Next year's congress will be held in London, having a reunion of all the classes that have graduated within its walls, and as many other pupils as possible. And during the year they hope to make it as practicable all the interesting facts of each its graduates for the last three years, and to form a history, to give pleasure and profit to the occasion. To carry out this object, they have already formed an alumni association, of which Mr. Cremer, M. P., is chamber. Graduates would do well to send to her their address. Paris is the capital of great ideas, good and bad, and long may this noble Seminary continue on its course, subserving the great interests of religion and education.—SIGMA.

A PHILADELPHIA GROWL.

The Pennsylvania Railroad Company, Harrisburg Car and the Philadelphia Steamships—Under What Cap is the Little Joker?

(From the Philadelphia Commercial List.)

It is only of late that most of us have learned that there is such a place as Harsimus Cove. As a portion of Jersey City, it has become famous in connection with the designs of the Pennsylvania Railroad Company. The object in the latter case, to obtain exclusive control of the New Jersey roads, and to purchase and improve the Cove, as a great shipping depot, includes the selection of New York city as the great terminus of the Pennsylvania Central. At present the Cove is the property of millions, upon which the Company, by the purpose designated, does not seem to harmonize with the steamship enterprise, which that company, now for the second time in Philadelphia, has now in hand for the benefit of our own port. It would seem more natural, that money should flow from the Pennsylvania Central, on a mission of freight to docks on the Delaware river, than to New York, there to be reshipped in the delivery of merchandise aboard ship in our own waters. It is seemingly said, that, "we have not men nor money to carry on a line of steamships," and we have, however, recently subscribed to $400,000 worth of shares in the Cramps' line. Is it not many years a bearty support of the Pennsylvania Central will insure the success of our efforts to increase our outward commerce.

Continued railroad annexation, and more especially the purchase of the Harrisburg Car and Harsimus Cove, necessarily converts Philadelphia into a way station. Discrimination is in our favor in the matter of freight rates, and discrimination against us in bonds. No one needs to be told that way business is always taxed in a way that will enable our railroad companies to sustain the wasteful sacrifices made on through business.

We do not think we err in saying that the sentiment of our business community is hostile to the acquisition of the New Jersey roads by the Pennsylvania Central. It may not be loudly expressed, for the fear of that road keeps many silent. But we cannot forget that it once by its existence to the fostering care of Philadelphia. Our city corporation still holds 60,000 shares of its stock. These facts entitle us to speak our minds freely, and to criticise the policy of the company with the same freedom that we use toward any organization for purely local purposes.

Many inquiries are made concerning the present status of our steamship enterprise. Enough needed money has been subscribed, and the greater portion of it by our so-called impecunious and inactive citizens, to warrant the belief that the money will soon be provided, why are no further steps of life exhibited? The railroad company has nothing to do with the leadership. What action has been taken by Sear & Sons, and know of one, Harsimus Cove is daily dinned in our ears, but what of our steamships? Is everything to be lost sight of, in a race for business, and nothing saved? Has this great city, with its splendid harbor, a fitting terminus for the grandest of possible railroads?

We are for Philadelphia first, last and all the time. We are jealous of the distortion to her prejudices of agencies called into existence by her own efforts. We have listened impatiently to the threat contained in the last annual Report of the Pennsylvania Railroad Company, that a time might come, even when it would withhold the favors hitherto benignly accorded us, unless we purchase their continuance by such concessions as I might demand.

The Pope and His Situation.

An American, writing from Rome, says: The omission of the usual Peter Pfennies at this year, and the sounding of silver trumpets, the firing of guns, the bestowment of the blessing *urbi et orbi*, and the illumination of St. Peter's, was designed for political capital. But the liberal Italians, while disregarding the claims of the Pope to temporal sovereignty, are ready to acknowledge his spiritual authority. For all religious purposes he is as free to act, to move and to appear as any other priest in Rome. He will find his soldiers if he goes into the street, but since the tumultuous beginning of his reign he has never been able to stay here at all but for the presence of foreign soldiers. The only difference now is that the soldiers are Italian instead of Irish, French, of a medley of all nations. He had to lean on France; Italy now lays her arm. The Italians very naturally prefer their own soldiers to French invaders and conquerors. They have a national sentiment, and they know that it is allowed to express its just logical consequence—the possession of all Italy. The Pope has a grievance, so had they. The question is how to find some basis of reconciliation and truth. The whole world has been appealed to, and has given it the cold shoulder.

Whether the Pope will actually leave Rome is uncertain, but we incline to the opinion that he will not; for the most impotent citizen and the most western Pius IX is too sensible to abandon his comfortable palace and gardens, and the luxury which would give him such a magnificent home as he now possesses. He will undoubtedly retain that which is sure and not attempt that which is problematical. He will not be dissatisfied with the present order of things; he will himself be content to exert the power of his authority over more than one hundred and seventy million spiritual subjects. Let him "render unto Cæsar the things that are Cæsar's," and "unto God the things that are God's," and then there need be no conflict between him and the King of Italy.

Steinway Sales—Bulletin No. 23.

The sales since publication of last week's bulletin of the world-renowned Steinway pianos are as follows: Mrs. Elizabeth P. Denny bought a Steinway Square Grand Piano: Mr. J. Ruhl, a Steinway Square Piano: Mrs. M. Swartz, a Steinway Square Piano; Jonathan Barrett, Esq., a Steinway Square Piano; J. N. Andrews, Esq., a Steinway Square Piano.

The overwhelming popularity and success of the Steinway Pianos is by no means confined to this country. The greatest artists in Europe use them in preference to their own home-made instruments. A Madrid street merchant, in speaking of the fact that he saw no pianos there which would compare with the Steinway, and a Liverpool street merchant in about sending a Steinway Piano to his married daughter who lives in Germany. Is it, then, to be wondered at that the Steinway should be sent to all others, when our trans-Atlantic neighbors will have them, though obliged to transport them thousands of miles? The heavy orders of the Steinway, exclusive agents here, H. Kieber & Bro., 122 Wood street, are scarcely ever filled without great delay.

It is proposed by Mr. Monsell, Postmaster General of England, to sweep away the mail-packet service—that is, to entrust letters to every steamer company which will convey them at the low governmental rates. The Cunard and Inman steamship lines between England and America, if they please—but if they think the rate of payment too low, they may leave it alone, and Mr. Monsell will find a cheaper conveyance.

Get the Best.

Purchasers in the country, who are unable to visit the manufactory themselves, should be careful, in ordering crackers from their grocer, to specify *Marvin & Co.'s* manufacture. Those who desire a superior article of crackers, cakes, or biscuit, should remember to send for Marvin & Co.'s, if they cannot supply themselves personally at the bakery, Nos. 21 and 93 Liberty street.

OPEN ALL SUMMER.—The Iron City College, corner of Penn and Sixth streets.

FROM STEUBENVILLE, O.

The Closing Exercises of the Steubenville Female Seminary.

Special Correspondence of the Pittsburgh Commercial.

STEUBENVILLE, June 26, 1871.

Believing, Mr. Editor, that you are desirous to give in your valuable paper any facts that relate to the subject of education that are of general interest, and that your readers are anxious to know all that our schools and seminaries are accomplishing, I send herewith a few thoughts in reference to the closing exercises of Steubenville Female Seminary.

THE BACCALAUREATE SERMON

Was delivered on Sabbath evening, June 18th, in the Second Presbyterian Church of Steubenville, by Prof. A. M. Reid, Ph. D., to a very large and appreciative audience. He chose as his text Psalm 19, 1: "The heavens declare the glory of God." The speaker showed clearly that religion had nothing to fear from science, but everything to expect in establishing its claims, when they were studied earnestly and devoutly. And whenever man was willing to be a learner, the contemplation of the works of nature never led him away but always to God. The sermon was clear, logical and eloquent, and was listened to with marked attention throughout.

THE EXAMINATIONS

Were held on the 20th and 21st insts. They were as thorough as they could well be in the time allotted to such exercises. It was the opinion of all who heard them (as far as the writer knows) that they never knew examinations to be better sustained. The pupils had evidently studied well, and made decided progress. All could see that certainly they were not crammed for the occasion, for they were taken all over the year's course, and were questioned considerably by persons in the audience, and missing scarcely a question, they answered, in their own language, promptly and correctly. Great credit is due the teachers for their patient toil and earnest labor to advance their scholars in their studies, and to discipline and develop their mental faculties.

THE CONCERT

On Tuesday evening was a grand success. The hall was crowded to excess, and many left without gaining admittance. For hours the audience either sat or stood, without seeming to weary, and their frequent hearty cheering showed that all enjoyed it very much. In this institution they always give special attention to vocal music, and the result proves best teachers; and never did they give better proof of success than on this occasion. When it was over expressions of delight were heard on every side.

THE PAINTINGS

Of the young ladies were excellent in many respects. The walls of the hall where the examinations were held were covered with specimens in this art, and some of them showed a delicate touch and true genius.

THE ESSAYS

Were good, but not over an average. They were however, exceedingly well read, and all could hear without difficulty. Some of them were lacking in strength, unity and crispness, while others showed vigor and maturity of thought. The subjects were also susceptible of great progress. Taken as a whole, they were very creditable.

THE DIPLOMAS

Of the institution were delivered to the seventeen young ladies of the graduating class by the Rev. C. C. Beatty, D. D., with a few words of earnest counsel.

THE CLOSING ADDRESS

Was delivered by the Rev. Dr. Bittinger, of Sewickley. His subject was "Women's Rights," taking in a wide field. His views were well made, and logically and forcibly expressed.

GENERAL REMARKS.

From the catalogue we learn that this institution has "pupils and graduates from nine different nations in nearly every State in the Union. It has several missionaries in foreign lands. It has at present pupils from thirteen States. Its graduates exceed in number those of any other Seminary West of the Mountains."

Great care is taken of the health of the pupils. They are required to take exercise every day in the open air. We witnessed a few of their very gymnastic exercises. The young ladies had on uniform suits; their graceful evolution and unity of action made a scene which all enjoyed very much. Their healthy appearance was the subject of general remark.

Every one who cares for such things cannot help but love the beautiful home which seems to pervade the whole institution. They seek not only to beautify and enrich the mind, but also to enlarge and purify the heart.

This Seminary was never more prosperous than now. Under the present administration, by genial sympathy, amiable manners and untiring interest of Dr. Reid and his wife, and his corps of noble, efficient assistants, it has become a favorite with the community in all countries. The catastrophe of Paris, and so fast operations in the course of its growth, will probably give it a powerful impetus. While it appeals to the whole working classes of the civilized world by argument and by the simplest cash comprehend, and offers a refuge and support to revolutionists of every country, it has a philosophy and political economy of its own, and invites all proselytes to attract theorists and would-be reformers. It therefore touches the leftist and fantastic schools of unsolidity wish to raise others, and those who selfishly desire to rise themselves at the expense of others. As it raises its head in one quarter it is constantly increasing in influence and power for good. Next year's congress will be held in London, having a reunion of all the classes that have graduated within its walls, and as many other pupils as possible. And during the year they hope to make it as practicable all the interesting facts of each its graduates for the last three years, and to form a history, to give pleasure and profit to the occasion. To carry out this object, they have already formed an alumni association, of which Mr. Cremer, M. P., is chamber. Graduates would do well to send to her their address. Paris is the capital of great ideas, good and bad, and long may this noble Seminary continue on its course, subserving the great interests of religion and education.—SIGMA.

A PHILADELPHIA GROWL.

The Pennsylvania Railroad Company, Harrisburg Car and the Philadelphia Steamships—Under What Cap is the Little Joker?

(From the Philadelphia Commercial List.)

It is only of late that most of us have learned that there is such a place as Harsimus Cove. As a portion of Jersey City, it has become famous in connection with the designs of the Pennsylvania Railroad Company. The object in the latter case, to obtain exclusive control of the New Jersey roads, and to purchase and improve the Cove, as a great shipping depot, includes the selection of New York city as the great terminus of the Pennsylvania Central. At present the Cove is the property of millions, upon which the Company, by the purpose designated, does not seem to harmonize with the steamship enterprise, which that company, now for the second time in Philadelphia, has now in hand for the benefit of our own port. It would seem more natural, that money should flow from the Pennsylvania Central, on a mission of freight to docks on the Delaware river, than to New York, there to be reshipped in the delivery of merchandise aboard ship in our own waters. It is seemingly said, that, "we have not men nor money to carry on a line of steamships," and we have, however, recently subscribed to $400,000 worth of shares in the Cramps' line. Is it not many years a bearty support of the Pennsylvania Central will insure the success of our efforts to increase our outward commerce.

Continued railroad annexation, and more especially the purchase of the Harrisburg Car and Harsimus Cove, necessarily converts Philadelphia into a way station. Discrimination is in our favor in the matter of freight rates, and discrimination against us in bonds. No one needs to be told that way business is always taxed in a way that will enable our railroad companies to sustain the wasteful sacrifices made on through business.

We do not think we err in saying that the sentiment of our business community is hostile to the acquisition of the New Jersey roads by the Pennsylvania Central. It may not be loudly expressed, for the fear of that road keeps many silent. But we cannot forget that it once by its existence to the fostering care of Philadelphia. Our city corporation still holds 60,000 shares of its stock. These facts entitle us to speak our minds freely, and to criticise the policy of the company with the same freedom that we use toward any organization for purely local purposes.

Many inquiries are made concerning the present status of our steamship enterprise. Enough needed money has been subscribed, and the greater portion of it by our so-called impecunious and inactive citizens, to warrant the belief that the money will soon be provided, why are no further steps of life exhibited? The railroad company has nothing to do with the leadership. What action has been taken by Sear & Sons, and know of one, Harsimus Cove is daily dinned in our ears, but what of our steamships? Is everything to be lost sight of, in a race for business, and nothing saved? Has this great city, with its splendid harbor, a fitting terminus for the grandest of possible railroads?

We are for Philadelphia first, last and all the time. We are jealous of the distortion to her prejudices of agencies called into existence by her own efforts. We have listened impatiently to the threat contained in the last annual Report of the Pennsylvania Railroad Company, that a time might come, even when it would withhold the favors hitherto benignly accorded us, unless we purchase their continuance by such concessions as I might demand.

The Pope and His Situation.

An American, writing from Rome, says: The omission of the usual Peter Pfennies at this year, and the sounding of silver trumpets, the firing of guns, the bestowment of the blessing *urbi et orbi*, and the illumination of St. Peter's, was designed for political capital. But the liberal Italians, while disregarding the claims of the Pope to temporal sovereignty, are ready to acknowledge his spiritual authority. For all religious purposes he is as free to act, to move and to appear as any other priest in Rome. He will find his soldiers if he goes into the street, but since the tumultuous beginning of his reign he has never been able to stay here at all but for the presence of foreign soldiers. The only difference now is that the soldiers are Italian instead of Irish, French, of a medley of all nations. He had to lean on France; Italy now lays her arm. The Italians very naturally prefer their own soldiers to French invaders and conquerors. They have a national sentiment, and they know that it is allowed to express its just logical consequence—the possession of all Italy. The Pope has a grievance, so had they. The question is how to find some basis of reconciliation and truth. The whole world has been appealed to, and has given it the cold shoulder.

Whether the Pope will actually leave Rome is uncertain, but we incline to the opinion that he will not; for the most impotent citizen and the most western Pius IX is too sensible to abandon his comfortable palace and gardens, and the luxury which would give him such a magnificent home as he now possesses. He will undoubtedly retain that which is sure and not attempt that which is problematical. He will not be dissatisfied with the present order of things; he will himself be content to exert the power of his authority over more than one hundred and seventy million spiritual subjects. Let him "render unto Cæsar the things that are Cæsar's," and "unto God the things that are God's," and then there need be no conflict between him and the King of Italy.

Steinway Sales—Bulletin No. 23.

The sales since publication of last week's bulletin of the world-renowned Steinway pianos are as follows: Mrs. Elizabeth P. Denny bought a Steinway Square Grand Piano: Mr. J. Ruhl, a Steinway Square Piano: Mrs. M. Swartz, a Steinway Square Piano; Jonathan Barrett, Esq., a Steinway Square Piano; J. N. Andrews, Esq., a Steinway Square Piano.

The overwhelming popularity and success of the Steinway Pianos is by no means confined to this country. The greatest artists in Europe use them in preference to their own home-made instruments. A Madrid street merchant, in speaking of the fact that he saw no pianos there which would compare with the Steinway, and a Liverpool street merchant in about sending a Steinway Piano to his married daughter who lives in Germany. Is it, then, to be wondered at that the Steinway should be sent to all others, when our trans-Atlantic neighbors will have them, though obliged to transport them thousands of miles? The heavy orders of the Steinway, exclusive agents here, H. Kieber & Bro., 122 Wood street, are scarcely ever filled without great delay.

It is proposed by Mr. Monsell, Postmaster General of England, to sweep away the mail-packet service—that is, to entrust letters to every steamer company which will convey them at the low governmental rates. The Cunard and Inman steamship lines between England and America, if they please—but if they think the rate of payment too low, they may leave it alone, and Mr. Monsell will find a cheaper conveyance.

Get the Best.

Purchasers in the country, who are unable to visit the manufactory themselves, should be careful, in ordering crackers from their grocer, to specify *Marvin & Co.'s* manufacture. Those who desire a superior article of crackers, cakes, or biscuit, should remember to send for Marvin & Co.'s, if they cannot supply themselves personally at the bakery, Nos. 21 and 93 Liberty street.

OPEN ALL SUMMER.—The Iron City College, corner of Penn and Sixth streets.

SECOND EDITION.

EUROPE.

BY THE ATLANTIC CABLE.

The Communist Organization in Paris Still Kept Up—Ratification of the Policy of Thiers Urged—The Burning of the Manchester Cotton Mills—One Thousand Workmen Out of Employment—Heavy Snow Storm in England—The Spanish Ministerial Crisis, &c., &c.

Illness of Thiers—The Communist Organization Still Maintained in Paris.

VERSAILLES, June 26.—Thiers is slightly indisposed.

Persigny declines to stand for the Assembly from the department of the Loire.

The government has received favorable accounts as to the prospects of its supporters.

The Communists in Paris are quiet, but their organization is still kept up.

The *Figaro* says the Orleans princes will proceed to Folsdorpf, where they will await the decision of the country in silence.

The *Constitutionnel* urges the electors to ratify the policy of Thiers without conditions or amendment.

M. Vistel, late a member of the Communist Central Committee, has been arrested.

Workmen out of Employment—Snow Storm in England.

LONDON, June 26.—A thousand workmen have been turned out of employment by the burning of the Manchester cotton mills.

There was quite a snow storm in Shields this morning.

Hugh McCullough, ex-Secretary of the Treasury of the United States, responded to a toast in honor of America at the Cobden Club banquet.

Meeting of the Cortes.

MADRID, June 26.—The majority of the Cortes will hold a meeting on Monday for the purpose of considering Ring's refusal to accept the resignation of the Cabinet.

The Communists Will Not Vote.

VERSAILLES, June 26.—The *La Vérité* says that fearing detection, the Communist workmen appear to have decided to refrain from voting.

The official journal to-day cont

The Daily Commercial.

TUESDAY, JUNE 27, 1871.

REPUBLICAN STATE TICKET.

FOR AUDITOR GENERAL,
Col. DAVID STANTON, of Beaver county.

FOR SURVEYOR GENERAL,
Col. ROBERT B. BEATH, of Schuylkill.

COUNTY TICKET.

STATE SENATE.
JAMES I. GRAHAM, Allegheny.
MILES S. HUMPHREYS, South Pittsburgh.

ASSEMBLY.
DAVID N. WHITE, Sewickley.
MATTHEW EDWARDS, Pittsburgh.
JAMES TAYLOR, Pittsburgh.
JOHN GILLFILLAN, Upper St. Clair.
ALEXANDER MILLAR, McKeesport.
. W. BALLENTINE, Temperanceville.
HYDE K. SAMPLE, Shaler.

DISTRICT ATTORNEY.
THOMAS M. BAYNE, Bellevue.

ASSISTANT DISTRICT ATTORNEY.
. B. FLACK, Pittsburgh.

COMMISSIONER.
JOSEPH DILWORTH, Pittsburgh.

TREASURER.
SAMUEL KILGORE, Pittsburgh.

CONTROLLER.
HENRY WARNER, Allegheny.

SURVEYOR.
ROBERT CLUGSTON, Patton.

POOR DIRECTOR.
JAMES G. MURRAY, Upper St. Clair.

Harper's Weekly states that the credit of the Treaty of Washington is "justly due to the administration under which it was effected." Both "the suggestion of the negotiation and the appointment of the Commissioners"was the"work of the administration." This statement, if correct, as it probably is, settles an interesting question in connection with this important subject. It has been claimed in some quarters that the suggestion of a Joint Commission proceeded from England.

THE chateau of the Marquis LAPLACE at Arceuil Cachan, which escaped the Prussians, was lately plundered by a band of robbers, Frenchmen not said to be Communists. The manuscripts of the celebrated astronomer were thrown into the Bievre, from which the original of the "Mechanism of the Heavens," in the author's handwriting, has been subsequently fished out. The library with all its rare books, souvenirs and works of art, has been devastated and scattered.

IF the statement that the French loan is popular in Germany be true, it possesses a peculiar significance. It could not be true unless Germany was confident of a stable government in France and future good terms between the two countries,—and it may possibly mean, also, that Germany expects to exert an influence over France favorable to future peace and development, that hereafter Germany and France are to be close allies—an idea, it may be presumed, that will be relishable to England especially. Evidently not a little hinges on this loan and the part of Germany regarding it.

A CURIOUS state of things appears to exist just now in Philadelphia, touching the action of the Pennsylvania Railroad Company in the matter of leasing the New Jersey Railroads and building the much-talked-about line of steamships to run to Europe from that city. In our last issue we printed the action of the City Councils embodying a formal protest against the lease, and looking to an injunction to stop the transaction. Elsewhere to-day we print an article from the *Commercial List*, the organ of the commercial and trade classes of Philadelphia, which is a fierce growl at the Central Railroad Company. To outsiders these things are decidedly interesting.

IT is not often that an attack of illness in one century is made the cause of a fortune in another, yet a stroke of paralysis which prostrated WILLIAM PENN has enriched his descendants for nearly a hundred years. In 1712 that famous Quaker had nearly completed arrangements with the British Crown to sell out his proprietary rights in the colony of Pennsylvania for the sum of sixty thousand dollars. His sudden illness from the cause mentioned alone prevented him from completing the transaction. At the outbreak of the Revolution this property was held by his descendants, who followed the fortunes of the royal army. In November, 1779, the revolted colony passed an act confiscating their estates, and vesting the titles in the Commonwealth. The ousted representatives of PENN thereupon returned to their mother country, which granted them an annuity of twenty thousand dollars a year by way of indemnity for their losses, and this sum has ever since been regularly paid by the British Government, to the heirs of their blood. The latest reference to the matter was made in the English House of Commons a few days ago, Chancellor LOWE stating that the pension would not be discontinued.

WHAT curious reflections and remembrances come to one while glancing over the newspapers. A Pacific journal states that on the 17th instant, that being the ninety-sixth anniversary of the battle of Bunker Hill, a Russian frigate lying in the harbor of San Francisco fired a national salute in honor of the day. This was excellent courtesy, and of the sincere friendship of Russia for the United States there can be no manner of question. But how wonderfully the times have changed. In 1782, seven years after that battle, the Russian Government peremptorily declined to receive an American Minister; and refused also to acknowledge our independence, until it had been formally recognized by England. Well, nothing is so successful as success, nothing so strong as strength. Russia now snubs England, keeps her on tenter hooks of doubt and fear respecting the Russian Bear's intentions, fires salutes on the anniversaries of our revolutionary battles, and sends her Grand Dukes on friendly visits to our shores, while England herself makes haste to remove from between us all possible causes of misunderstanding and collision. It is a good thing to have stout muscles and a vigorous constitution.

PITTSBURGH is honored to-day with the presence of an exceptionally large number of distinguished visitors, men of weight and gravity in almost every department of industry, enterprise, commercial and professional activity. At the designated hour last night the special train containing our guests from Baltimore and other cities arrived, the entire journey having been performed in perfect comfort and safety. Among the more prominent gentlemen of the party are Governors SWAN and BRADFORD, Hon. REVERDY JOHNSON, Hon. MONTGOMERY BLAIR, Hon Mayor BANES, United States Senator HAMILTON, President GARRETT, Baltimore and Ohio Railroad, Judges LYNCH, SIMMONS, GILMORE MILLER and GARRETT, Hon. JOSHUA VINCENT, Col. JOHN LOTZ, President of the Southern Pennsylvania Railroad Company, Chief Engineer LATROBE, HORACE ABBOT, and H. H. NICHENE, Esqs., the latter of the North-German Lloyds, besides several well known journalists of Baltimore, Frederick, Cumberland and other towns and cities upon the route, and a strong infusion of the business element of all these places, whose names will be found in another column. President HUGHART deserves the thanks of the community for his enterprise and the perfect character of his arrangements in carrying his project into effect. Welcome to the Smoky City! Its face is swart and dusky, but its heart is large and warm.

GREAT stress is laid upon the fact that a number of new departure journals have censured TOOMBS and DAVIS for their recent public declarations that they accepted nothing, but intended to abide by their conscientious convictions. Every fresh deprecatory utterance of this kind is at once eagerly seized upon and paraded in the columns of those journals, as if it settled beyond peradventure the question of the general acquiescence of that party in the results of the war. Supposing this to be the case, how do these papers reconcile their condemnation of JEFF DAVIS now, with their tremendous denunciation of General LONGSTREET a few years ago? How does it come about that the ex-rebel President is taken to task for declining to do that which the ex-rebel General was hissed and hooted for doing? Have the principles of the case undergone any change? If LONGSTREET was a coward and renegade for accepting the situation, how does it happen that DAVIS is a faithless apostate for declining to follow suit? If, as is charged, these frank-spoken Southerners have, by their refusal to take this step, severed their connection with the Democratic party, why was the General made to suffer such furious hate? And if the Democratic party is sincere now, does it not owe to that greatly maligned officer an apology of the most complete and unreserved character? If the professions of that party are at all to be relied upon, it is following directly in his footsteps. Should not shame itself induce it to beg pardon for the gross abuse which it has hitherto heaped upon him?

A NEW SCIENCE.

In the last number of *Nature* there is an interesting paper on "The Scientific Value of Cheese Factories." It is possible that some of our readers may never have heard of the institution, or may have only very vague notions on the subject. For the benefit of the uninformed we may say that a cheese factory is an establishment completely furnished with all the means and appliances for making the article in the method most approved by science. All the farmers of a neighborhood every day send the milk not required for home consumption to the factory, where the amount received from each contributor is carefully recorded and converted into cheese. The cheese factory is an American invention, organized into a system in some parts of the United States about twenty years ago, and its practical results are already so important as to warrant almost as much pride as any other application of Yankee ingenuity and enterprise. In fact, it has completely revolutionized the branch of industry in question, not only in this country, but in Europe, and besides advancing an old art to perfection, it has given rise to a new science.

In the old method, each farmer or farmer's wife made into cheese the milk produced on a single farm. It is notorious that only one of them here and there ever mastered the art, and then only after long experience and many failures, the penalty for which was painfully paid by the unhappy people who ate the cheese. Even when the art was understood, it was frequently practiced amidst so much distraction from other demands upon time and attentions as to interfere seriously with good results. In the cheese factory, by applying the principles of association and co-operation constant and steady progress in improvement is insured, while the manufacture is from the beginning superintended by experts in the business. Early in the operation of the system Dairymen's Associations were formed, which held and still hold annual Conventions. The papers read and the lectures delivered at these meetings are afterwards published in Reports. Thus a vast mass of valuable knowledge concerning the manufacture has been accumulated, which systematized by continual application already constitutes what that great authority *Nature* does not disdain to denominate "the science of cheese-making." These American dairymen have not been contented to labor in the improvement of their industry by investigations and experience among themselves. Through competent agents they have made assiduous inquiries as to the manufacture of cheese in England, Holland, Switzerland, France and Italy. In consequence of these laborious exertions of the Dairymen's Association in connection, with the cheese factories, "the manufacture of dairy products has made enormous strides in America during the last ten years." The writer in *Nature* says that when the first factory was established twenty years ago, "the great bulk of American cheese was extremely poor, and for many years after it was almost unsaleable in the English market. At the present day, on the contrary, it can compete on even terms with all but the very choicest English makes, notwithstanding that it has to undergo the ordeal of a long sea voyage. The factory system, therefore, has not only improved the *average* quality of American cheese, but it has very considerably raised the standard of the choicest brands."

THE Hon. SUNSET COX belongs to that class of persons who only miss being men of mark because of quantitative and qualitative defects of brain organization. What they lack in solidity, however, they generally make up in versatility, and to one who is ignorant of the existence of the art of veneering, a thin frosting of gilding is often mistaken for a compact and substantial body. He resides in the city of New York, having carpet-bagged thither from the Buckeye State, after discovering himself to be too thin to be spread out over that Commonwealth as a great man. Defeated in his aspirations for office by the Republicans of Ohio, he sought and found service in the Irish Republic of Manhattan. He is a dapper man, as contradistinguished from an intellectual man, and is, moreover, as voluble as a magpie. He is also a brave man, when there is no danger. At the outset of the war he tendered his military services to the Governor of Ohio, but thought better of it when he ascertained there would probably be some stiff fighting. Failing thus of an opportunity to exhibit his courage in that direction, he joined the fire-in-the-rear party at home, in whose ranks he won considerable distinction as a fusileer, acquitting himself with even more gallantry than has popularly been supposed. In a recent contribution to the *Irish Democrat*, upon the life and character of the late Mr. VALLANDIGHAM, he states:

"It was my privilege to hear him speak the speech at Mount Vernon, Ohio, for which Mr. LINCOLN sent him into exile South. I was the witness before Gen. Burnside's Inferno and Judicial court-martial, and testified that the speech of Vallandigham, as reported by the Provost, in respect to the conscription etc., the translation from the Liberty Bell, &c.—*was* not made by him. *It was my own speech, spoken from the same stand. I never understood that ourselves from those words spoken by another.* The Court, in compliment to myself, formally accepted my statement as absolute verity, and yet convicted him."

We are glad to know that the court accepted his statement "in compliment to himself," because we really do not see on what other grounds it could possibly have done so, but we are puzzled to know why, if he were so ambitious of the honors of political martyrdom, and so anxious to screen his friend from punishment—he did not insist on being expatriated in his stead. This would indeed have constituted him DAMON to his PYTHIAS, and attested the value of his friendship. Why did he suffer VALLANDIGHAM to incur the penalty of his own guilt? He can be boisterous enough, upon occasion—why did he not raise a hullabaloo in that supreme crisis of his life, instead of claiming the mantle of his friend only after he lies in the grave? O, eloquent SUNSET, we greatly fear that you were never more than half as bad as you seek to prove yourself. The terrors of the Military Commission were too much for you. Do you know BOB ACRES?

SEVERAL times during the last two years we have referred to the success, the astonishing success as it has seemed to some, which English girls have met with in the competition for prizes and honors in the various examinations now open to them. At the close of the educational lectures delivered at the London Institution during the past season, an examination was held in which the female mind appeared to great advantage. In biology, Miss DORA HARRIS gained the first prize, and Miss F. L. TOLME obtained one of the second prizes. In astronomy a second prize fell to Miss ANNIE PIPER. Miss ESTHER GREATBATCH having passed the second (special) examination for women at the University of London in French and in harmony and counterpoint, also took the second prize at the examination which followed Prof. GUTHRIE'S Lectures on Physics at the London Institution, in February, 1870, and out of seventy-four candidates the first prize for the examination in Physical Geography which followed Professor HUXLEY'S lectures on the subject in 1869. In 1868 Miss GREATBATCH passed as a junior with first-class honors, and gained a prize for mathematics at the Cambridge local examination. In December, 1870, she passed as a senior, with first-class honors, gaining the MILL-TAYLOR scholarship and a prize for Political Economy. Is it a phenomenon?

A SOUTHERN journal, more zealous than truthful, denies Mr. GREELEY'S statement that, in the early days of secession, Southern correspondents of the *Tribune* were in personal danger, if known. Mr. GREELEY states that in 1861 he himself was warned away from St. Louis, where he had gone to lecture. But St. Louis was a safe and pleasant place to be in compared to some other more decidedly Southern and unreservedly rebellious cities—Charleston for instance during the Sumter-siege days, when the delirium of rebellion raged fiercely and no *Tribune* man's life was worth a cent in case he was found out. Life in Charleston in the winter of 1861 to a *Tribune* correspondent was not of the uninteresting kind, and it is our personal conviction that the Southern editor who now disputes the correctness of Mr. GREELEY'S statement on this point knows little about the matter, or does not care for the truth. It is of but little consequence now, however, since all is over; but there are certain experiences the reality of which no one who shared them feels like having denied without challenging the intelligence or honesty (whichever the denial may proceed from) of the denying party. To speak intelligently one should put himself in his place—that is, go to Charleston as a *Tribune* correspondent the very first moment the next rebellion breaks out.

GENERAL AND PARTICULAR.

Copper and nickel coins are now being forwarded to the Philadelphia mint for redemption at the rate of $3,000 per day, with an average daily increase, and up to Saturday last over $250,000 had been redeemed.

The water of the Potomac has a fish-oil taste, and Washington City papers are urging the board of health to ascertain the cause, the general health of the citizens having been seriously affected. It is thought the reservoir mains have become choked up with decaying fish.

A Prussian engineer has invented a machine which will manufacture ice without chemicals, merely by compression and expulsion of air. The specimen machine, now at New York, can turn out two tons of ice a day, and the capacity can be increased to twenty-five tons more.

Chicago, not to be outdone in any enterprise, says the *Journal*, has undertaken to give a literary festival and banquet on the 15th of August next, in honor of the one hundredth birthday of Sir Walter Scott, the distinguished Scotch novelist. It will, it is expected, exceed anything of the kind in the history of the city.

The Sunday law excitement in Chicago runs high. The Good Templars have called upon the Young Men's Christian Association, representing the interests of the Christian community of the city, to order a mass meeting, "so that American citizens may have an opportunity of hearing the truth and deciding whether drunkenness and infidelity shall continue to rule in the high places of the land."

A steam yacht, called the "Lady of the Lake," has been constructed at New York city for Brigham Young. The boat was made without regard to symmetry or beauty of design, is intended solely for pleasure, and will ply on Salt Lake and the Jordan river. The two cabins are arranged to accommodate Mr. Young and two wives at a time.

The Antietam National Cemetery is located at Sharpsburg, Maryland, and is in shape a trapezium, the graves of the dead soldiers of Pennsylvania and New York forming the base of the figure. There are five thousand Union soldiers buried there, the graves of three thousand and seven hundred of whom are identified. In the center of the grounds, in an elevated location, it is intended to erect a monument in honor of the so buried around. The structure will consist of a pedestal twenty-five feet high, on which will be a colossal statue twenty feet high, of a Union soldier on guard. The entire monument is to be of white granite, will weigh about three hundred tons and cost $30,000, and take about two years to complete it.

Reliable information from Government circles in Berlin is to the effect that the gold coin of one and one-half grammes in weight (22,149 grains, the weight of the gold dollar being 25.8 grains, of which 25.2 grains are pure gold) will become international monetary unit, if the proposition is supported by the United States Government.

At the annual visitation of the Observatory at Greenwich, England, June 3d, Doct. Airy, the Astronomer Royal, exhibited the instruments and portable observatories which have been prepared for the observation of the transit of Venus, December 8th, 1874, the first transit of the planet since June, 1769 (105½ years before), at the various stations on the globe. The principal instrument is a transit circle, by Messrs. Troughton & Simms, of Fleet street, London, and is the largest instrument of the kind ever made. The portable observatories are of the most compact description, and are so arranged that the observer can sit in a comfortable position while making his observations. The transit circle is mounted on a pier of solid masonry, and is so arranged that the observer can sit in a comfortable position while making his observations. The transit circle is mounted on a pier of solid masonry, and is so arranged that the observer can sit in a comfortable position while making his observations. The transit circle is mounted on a pier of solid masonry, and is so arranged that the observer can sit in a comfortable position while making his observations.

A new patent electric car brake, claimed to be in advance of the Westinghouse brake in respect to simplicity, was successfully tested last week on the Providence and Worcester Railroad. Each car is furnished with a three-cup battery, placed under the seats, containing only four gallons. Two cups, or the common bed cord, one dark and the other light, pass through the train connecting with the engine, thus placing the entire train under control of the engineer. One cord puts in the brakes and the other lets them off. Each car is independent of the other, and each can be operated by a single movement. The train running between Providence and Woonsocket, at a rate of over forty miles an hour, broke up in nineteen seconds. The cost of maintaining the batteries is very slight, as they require to be changed only twice a month.

Several gentlemen locally interested in the success of Saratoga this summer, and in furnishing amusements for the thousands who will throng there before the summer is over, have subscribed a fund, in sum of $5,000, as a prize for a grand contest between the four-oar crew now training in England to row a match with the St. John's crew at Montreal, and an American crew or crews, who will be selected from those who are to row in the Boston regatta on the 15th of July, the money to be divided so that the winner will get $2,500, the second $1,500, and the third $1,000. The race to be rowed on Saratoga Lake, in the early part of September.

PERSONAL.

The talented young American, Ellis Ashmead Bartlett, a grandson of the late John Ashmead, Esq., of Philadelphia, has achieved a collegiate distinction not hitherto attained by any of our young countrymen, having graduated with the "first honor" at Christ Church, Oxford University, England. That an American should have succeeded from a host of English competitors the highest honors of the most venerable and respected of the world's universities, is a subject of general congratulation.

Henri Rochefort, some six weeks since, wrote to an intimate personal friend of his in New York City, announcing his intention of coming to America just as soon as he could arrange his affairs in Paris, and asking him to exert his influence to procure him employment on some New York journal. The friend succeeded in obtaining for him an advantageous offer from a prominent weekly, and a letter, so informing him, must have reached him at about the time the Versailles were putting him in durance for his life. It is known, also, that Clisseret contemplated returning to New York at an early day.

Forty-two German authors dedicated their books to Queen Victoria last year. Ten of them received presents of more or less value in return; the other thirty-two were obliged to content themselves with letters of thanks. It is said American authors intend to follow this fashion, just for the sake of getting the queen's autograph.

Bishop Simpson is at Cape May, and it is hoped that the reviving influences of sea air will restore his health. Mrs. Simpson, who has been in Europe, has been apprised of his condition, and is now on the way to America.

UNLESS the whole story is a canard, somebody whose name is Drake would seem to be in a swimming way to a duck of a fortune. Sir Francis Drake, whose pond was the great salt seas, is said to have left the nest-egg of his immense wealth in direct entail to his male descendants, according to the English law of primogeniture, but this entail appears to have been violated over a hundred years ago, wherefore the property was diverted from the legal heirs to a female branch of the family two removes distant. This made ducks of the drakes, and muddled affairs greatly. It seems, moreover, that a number of the old buccaneer's descendants swam across the Atlantic a long time ago, settling down in New Hampshire and New Jersey. The Jerseyites and Hampshirettes are now engaged in determinging which has the priority of claim to the nice little property of one hundred and twenty-five millions, that being the estimated value of the same. About fifteen hundred of them met in New York the other day to compare notes, and a pretty time they must have had in diving into the deep waters of the past. They fished up nothing, however, except the information that the disentailed Drake of 1746 among their ancestors. It is very problematical whether they will ever feather their nest with a farthing's worth of the ancient mariner's property, but it ought to be a great source of satisfaction to know that their plumage is of the get-nine kind.

COMMUNICATIONS from General Spinner, Treasurer of the United States, who has for some time been in London on business connected with the negotiation of the new loan, are said to have been received by the Secretary of the Treasury, stating that the securities in question are not regarded with favor in the European money markets. It had been expected that General Spinner would be able to give a decided impetus to transatlantic subscriptions, which would doubtless have had the effect of stimulating investment on the part of our own capitalists. The new French loan, however, offered at 82.50, payable in seventeen instalments, which is said to be rapidly winning its way into European favor, appears to militate against the success of our own. Other circumstances have probably also operated against it. Mr. Boutwell therefore proposes to call in some twenty millions of Five-twenties of the issue of 1862, which are principally held by foreign capitalists, a large proportion in Germany, the holders to have the privilege of exchanging them for the new five per cents. By this this movement the Secretary hopes to relieve the market and attract the attention of capitalists to this investment. A considerable number of experienced financiers are reported as being sanguine that the plan will enable the Secretary ultimately to negotiate the entire loan of two hundred millions at home.

PITTSBURGH should have the building of them. The long mooted subject of decreasing the price of transportation of cotton on the Mississippi river, by establishing a line of iron barges, is about to be tested in practical operation. Last Thursday a number of New Orleans factors, brokers, and others connected with the cotton trade, held a meeting and subscribed three hundred thousand dollars for the purpose of organizing a company to carry out the object in view. A committee was appointed to inquire and report upon plans and estimates of adaptability and costs.

THE President of the Baltimore Grant and Cameron Club is Mr. Samuel S. Blair, who is also President of one of Mr. Cameron's Southern railroads. In this connection it is said that Mr. Cameron is anxious to arrange for Mr. Sumner's support by resigning in his favor the chairmanship of the Committee on Foreign Affairs.

The Way Cattle Are Raised in Texas.

The cattle business is a humbug, in one respect, and has done more injury than good to the State. The ranger fills the place of the Indian, and is an improvement on Mr. "Lo" only in having a whiter skin. He is worth no more to the State than an Indian who has no gun and no tomahawk or scalping-knife. Their number is very limited, but they have ruled the country with their wild cattle, which roam everywhere, to the injury of every settler who might choose to come here and plow the ground. Instead of being a blessing, as many suppose, this cattle-raising business, in the way it is done here, is a positive curse to the State, and had it not been for this very thing the advantages of Texas as a farming State would have drawn a population here long since more than equal to that of several States which now have double the population of this. It takes a ranger four years to raise a steer that will be worth as much as the butchers pay anywhere in Missouri or Illinois for a calf four weeks old. In fact, there are few cattle here five years old that will sell for as much as the butchers in Missouri pay for veal a month old. The difference is that it costs something to keep a calf one month in the blue grass land, but it does not cost the ranger here anything to keep a calf four or five years. His cattle roam over and live on land owned by other people. In this way it is an easy matter to raise cattle. All one has to do is to get some cows, a mustang and branding iron, turn Indian, and chase the calves in the summer with a lasso and burn your name on their sides, and in four or five years you will have cattle worth $12 a head. This is the way cattle raising is carried on at present, and until the ranger is played out, Texas will improve but very little.

ALLEGHENY COLLEGE, MEADVILLE, PA.

Annual Commencement Exercises—Anniversaries of the Literary Societies—Contest for Prizes—Conferring of Degrees—New Era in the History of the Institution—Its Doors Thrown Open to Ladies—Financial Prosperity, &c., &c.

Special Correspondence of the Pittsburgh Commercial.

MEADVILLE, PA., June 23, 1871.

If circumstances make necessary a visit to this somewhat famous locality, there are two or three ways of getting to it from the COMMERCIAL headquarters. Years ago, the "slow coach" and "mud pike" or "plank road" had the monopoly; but now it is all by "rail." Taking the cars of the Erie and Pittsburgh Railroad, at 7 A. M., you reach Transfer Station in time to connect with a "mixed" train on the broad gauge Atlantic and Great Western Railroad, which sets you down in this place about 2 P. M., completing the journey in about seven hours.

It is known to your readers that Meadville is the seat of Allegheny College, an institution of learning under the patronage of three conferences of the Methodist Episcopal Church, viz.: the Pittsburgh, Erie and West Virginia. The exercises connected with its fifty-fifth commencement season were in progress during the present week, and have been the occasion of calling to the city quite a concourse of strangers and visitors. Among them I noticed ex-Governor Fenton, of New York; Hon. S. Griffith, of Mercer, M. C. for that district; Hon. C. V. Culver, Drs. Holmes, Davidson and Horner, of Pittsburgh Conference; J. W. F. White, LL. D., Revs. W. H. Locke, J. S. Reiley, J. M. Bray and many other members of the conference named.

The thirty-seventh anniversary of the Allegheny Literary Society occurred on Monday evening, June 19th. G. W. Loomis, son of President Loomis, presented the prize essay, subject "Florida," after which he received the "Hazeltine Prize," a silver goblet. The valedictory of the society was delivered by James E. Silliman, of North East, Pa., and the "reply" by E. G. Hogate, of Indianapolis, Ind.

On Tuesday evening the anniversary of the Philo-Franklin Literary Society was held. The valedictory was delivered by Rev. R. B. Mansell, and the "reply" by J. N. Hunt. These gentlemen acquitted themselves with great honor.

On Wednesday forenoon the contest took place for the two prizes for "declamation." All the performers were creditable to the taste and drill of the young gentlemen, and the committee found it difficult to determine as to which two, out of the ten contestants, ought to receive the prize. They, however, awarded the first prize to J. W. Mines, and the second to Frank Marvin—an award which gave pretty general satisfaction. Wednesday morning was cold and wet, but notwithstanding this, a large and very respectable audience—the *elite* of Meadville and vicinity—and numerous visitors assembled at 9 o'clock, to witness the commencement exercises proper. E. W. Tourtellot, of Salem, who had taken the second honor, had for his subject "Mental Improvement;" and A. A. Brooks, of Center Roads, Pa., followed with an address on "Room for Improvement." This was succeeded by a fine address by George W. Jacobs, of Erie, "Influence of Culture." Thomas McFarland's address was on "The Recent Italian Triumph." The Education of the Heart," was the theme of S. R. Craig's discourse; as was also "American Journalism" that of J. E. Silliman. Perhaps the most finished and faultless performance was the address of E. B. Flower, of Troy, Ohio, on "The Progress of Truth." J. M. Thompson, of Butler, Pa., was happy in his presentation of "Scientific Truth;" and Frank Marvin, who had taken the second honor, found his presentation of "Alchemy" quite a success.

The afternoon session began with an address on "Ancient Egypt," by J. F. Wilson, to whom had been adjudged the fourth honor. This was followed by C. B. Davis, in a rather foreboding view of "Our Country, Present and Future." Sad, yet thoughtful and well expressed. Silas Sprowls, of Claysville, Pa., had for his subject "Music," concluding which he discoursed very beautifully. Stephen Quinon displayed a vigorous masculine intellect, a keen critical sagacity, a sharp analytical power, and an unusual grasp and comprehension in his presentation of "Ernest Renan." An amusing description of that "Cross of American Humanity," the mosquito, was well given by Lemuel Fawcett, under the title, "Insects Industrious Doctor," which "brought down the house." A. H. Orr's oration upon the theme, "Night Brings Out the Stars," was a performance of many expressions of great beauty, thoughtful and pure. L. S. Kirk made well use of his subject, "Science and Progression," and that was a manly and forcible address which grew out of the theme, "Life is what we make it," he handled by H. B. Mansell, of Bellaire, Ohio. James Elden closed the performance with a neat and sensible valedictory. President Loomis, with Judge Derickson, President of the Board of Trustees, present—then conferred the degree of Bachelor of Arts upon the eight graduates, and also upon A. B. Smith, who was too ill to be present, the class, consisting of twenty persons. The degree of A. M. in course was also conferred upon the class of three years standing. The degree of A. M. *causa honoris* was conferred upon Professor Charles W. Smith, of Allegheny City, Pennsylvania; that of D. D. upon Rev. Riley T. Taylor, of Beaver Female Seminary, and upon Rev. Sanford Hunt, that of L. L. D. upon Rev. R. French.

Allegheny College now starts out under a new impulse, having now all the elements of permanency required for her future progress and prosperity. By the Chamberlain bequest already $40,000 of an additional to the former endowment has been put into the hands of the trustees, and there is an expectation of a still larger equal amount from the same source. The trustees have authorized the opening of the college to females on the same terms as have been granted to the male students, and have also created new departments for the study of law, of music and of painting. Prof. Reed, a gentleman of fine attainments, and highly recommended, has been elected to the professorship formerly filled by Prof. Comfort. Besides this, the colonies aggregating the cottages of from $2,000 to $4,000 upon the buildings and noble college campus were passed by the board of trustees, and a new spirit and life is infused into every department of the college.

The faculty have done their work well, and amid circumstances of discouragement have persevered, and now seem ready to reap an abundant success.

VERITAS.

The Universal Safeguard.

It is useless for State Legislatures to pass laws for the preservation of the public health, if the great law of self-preservation, which depends for its enforcement upon the will of the individual, is suffered to remain a dead letter.

There is scarcely an adult member of the community of either sex, in the country, who has not seen the testimony in favor of Hostetter's Stomach Bitters, furnished over their own signatures by persons of acknowledged eminence in science, literature, art, commerce, and every department of business and professional life. These witnesses have declared in the most explicit terms that the preparation is a safeguard against epidemics, a sovereign remedy for dyspepsia, a valuable antibilious medicine, a promoter of appetite, a genial and harmless stimulant, a good acclimating medicine, a strengthener of the nerves, a general invigorant, a protector against the deleterious effects of malaria and impure water, and that it imparts a degree of vigor and activity to the vital forces which is not communicated by any other of the tonics and stomachics in use. Under these circumstances the self-preservative law of nature should teach every rational person who, either by reason of inherent debility, or in consequence of exposure to unwholesome influences, is in peril of losing the greatest of all temporal blessings, health, the importance of using the Bitters as a defensive medicine. Dyspeptics who neglect to give it a trial are simply their own enemies. It is guaranteed to cure indigestion in all its forms, and the bilious and nervous will find nothing in the whole range of officinal and proprietary medicines which will afford them the same relief.

PROPOSALS.

PROPOSALS.

Proposals will be received at the Office of

Snell, Taylor & Co.,

CHICAGO, ILL.,

UNTIL THE 30th INST.,

For FISHBACK PLATES, BOLTS, and NUTS. Also, RAILROAD SPIKES sufficient for 100 miles of road. Delivery to commence within three weeks from date, and be completed prior to the first of November next.

Proposals to state price, delivered at Pittsburgh, Fort Wayne and Chicago.

TO CONTRACTORS.

PROPOSALS will be received by the undersigned until SATURDAY, the 1st day of July, proximo,

For the Excavation and Construction of the Eighth Street Sewer Extension,

(Being a six foot Circular Brick Sewer, from the present terminus to Water street, about six hundred feet), in the Borough of Birmingham.

Proposals will state price per lineal foot for trunk; price per drop and per manhold, including castings.

Profile and Specifications can be seen on and after the 24th inst., at my office.

JAMES SALISBURY, Burgess.

Birmingham, June 23, 1871.

OFFICE OF BOARD OF DIRECTORS OF POOR,
(Third Story, City Building),
Allegheny, June 19, 1871.

NOTICE TO CONTRACTORS

Sealed Proposals will be received at this office until TUESDAY, July 11th, 1871, at noon, for the erection of the Allegheny City Poor House, at Claremont, West Pennsylvania Railroad, nine miles from the city.

Separate Bids will be received for the Carpenter Work, Brick Work and Painting, the estimates to include all material necessary for the completion of the several branches of the work, except Brick.

Drawings and Specifications of the work are now ready for examination at the office of BARR & MOSER, No. 2 and 4 Sixth street.

Bids to be indorsed Proposals for Carpenter Work, Brick Work or Painting, as the case may be, and directed to the Directors of the Poor of Allegheny City.

The Board reserve the right to reject any or all bids.

GEO. GERST, President.

JOHN DEAN, Secretary.

NOTICE TO CONTRACTORS—

SEALED PROPOSALS for the Grading, Curbing and Masonry to be done on Frankstown avenue, from Penn Avenue to Fifth avenue, will be received at the Office of the City Engineer, or at the Real Estate Office of WM. SPRAGUE, on Frankstown avenue, near Lincoln avenue, until TUESDAY, June 27, 1871.

Plans and Specifications, giving the amount of Grading and Curbing with the kind and quantity of Masonry, together with blanks for bidding, can be had at either of the above-mentioned places. No bid will be considered by the Commission unless made out on the proper blanks.

The Commission reserve the right to reject any or all bids.

SAMUEL CRAWFORD,
WM. SPRAGUE,
JNO. N. BERLIN,
WM. HOLMES,
C. HAMBEL,
Commissioners for Frankstown Avenue Improvement.

Pittsburgh, June 16, 1871.

Lumber Trade.

OUR STOCK OF

Doors and Sash

Is one of the largest in the State, comprising over 6,000 Doors and a large amount of Sash, of all the different sizes and styles. We will warrant to be of the Best Make and Seasoned Lumber. Prices vary from $2.50 to $3.50 per Door and Sash, 35c to $1 29 per Window, with liberal discount to the Trade. Would invite parties to call and examine for themselves before buying. We can give information by mail the cost of the delivered to them in any quantity.

MELLON BROTHERS,

LUMBER DEALERS, East Liberty, Pa.

$1,000 REWARD.

For any case of Blind, Bleeding, Itching, or Ulcerated Piles that DR. KING'S PILE REMEDY fails to cure. It is prepared expressly to cure the Piles and nothing else, and has cured cases of over 20 years standing. Sold by all Druggists. Price $1 00. R. E. SELLERS & CO., Agents, 45 Wood street, Pittsburgh.

DRY GOODS.

JUST OPENED,

A FINE ASSORTMENT

Black Hernanis,

BLACK

Llama Lace Points

BLACK LLAMA LACE

SACQUES AND JACKETS,

WITH FLOWING SLEEVES.

BUFF, BROWN, DRAB AND GREY

LINEN,

FOR SUITINGS.

James Caldwell,

118 and 120 FEDERAL STREET,

ALLEGHENY CITY.

JUST RECEIVED.

New White Suits,
New Linen Suits,
New Linen Dusters,

FOR TRAVELING.

WHITE, ORR & CO.,

25 FIFTH AVENUE.

JOS. HORNE & CO.,

MARKET STREET.

At Wholesale Only

OPENED THIS DAY,

NEW LOT.

GENT'S NECK WEAR.
GAUZE AND GOSSAMER UNDERWEAR.
JEAN AND LINEN DRAWERS.
PALM, LINEN AND SILK FANS.
FANCY FANS, POCKET FANS.

IN GREAT VARIETY.

TRIMMING SILKS,
REP SILKS AND SATINS,
LINING SILKS,
BLACK DRESS SILKS,
GUIPURE LACES,
IMITATION GUIPURE LACES,
LACE COLLARS AND SLEEVES,
LACE SETS,
HAMBURG AND GUIPURE EMBROIDERIES.

ANOTHER LOT

Millinery Goods,

HATS AND BONNETS,

OF LATE SHAPES.

RIBBONS, FLOWERS,
OSTRICH TIPS, MILLINERY LACES, &c.

Parasols, Sun Umbrellas,

ALL KINDS,

AT VERY LOW PRICES

Large Additions to Stock Daily.

77 and 79 Market St

BANKS AND BANKERS.

SAFE DEPOSIT COMPANY,

OF PITTSBURGH,

No. 83 FOURTH AVENUE.

Persons leaving the city for the Summer or visiting European Countries, should place their BONDS, PLATE, VALUABLE PAPERS, &c., IN THE VAULTS OF THE SAFE DEPOSIT COMPANY FOR SAFE-KEEPING.

Safes to Rent at prices ranging from $15 to $100 per annum, the renter holding the key.

All descriptions of Trusts performed by the Company, which has general powers under its charter.

WM. PHILLIPS, President.
HENRY LLOYD, Vice President.
S. F. VON BONNHORST, Secretary and Treasurer.

Tradesmen's National Bank,

WOOD STREET, CORNER SECOND.

INTEREST PAID ON DEPOSITS.

MONEY LOANED

ON

UNITED STATES BONDS COLLATERAL.

ACCOUNTS SOLICITED.

A. BRADLEY.....President.
W. VANKIRK.....Vice President.
CYRUS CLARKE, JR.....Cashier.

HART, CAUGHEY & CO.,

Bankers and Brokers,

COR. FOURTH AVE. AND WOOD STREET,
PITTSBURGH, PA.,

(Successors to HANNA, HART & CO.)

Dealers in Exchange, Coin, Coupons, &c.

Particular attention paid to the purchase and sale of Government Bonds.

☞ Sight Drafts on London.

EDUCATIONAL.

Washington and Jefferson College.

To accommodate the large numbers that wish to attend the Commencement Exercises, on WEDNESDAY, June 28, a Special Train will run, leaving Pittsburgh at 7 A. M. on that morning, and returning, leave Washington at 5 P. M. Excursion Tickets will be sold on Monday, Tuesday and Wednesday for $1 20 the round trip. 7:9

Willard School,

28 SIXTH (late St. Clair) STREET.

The next Scholastic Year will Begin MONDAY, SEPTEMBER 4th,

And is divided into Two Sessions of Twenty Weeks each.

Daily Reviews of all the recitations. Weekly Examinations (written) in the most important studies.

The Examination Papers reserved for parents' and guardians' inspection.

The School hours (from 9 A. M. to 1 P. M.) are taken up exclusively with Recitations and Examinations.

Classes in German, French and Italian daily.

The Mathematical Department will be in charge of an able Assistant.

None but the Leipsic (Teubner) edition of the Classics used in the School.

Thorough preparation for Princeton, Yale and Harvard Colleges.

Preparatory Classes for Boys ranging from 9 to 10 years of age.

Applicants received on and after Monday, August 28th.

ISAAC W. KOONTZ, A. M.,
PRINCIP

James T. Brady & Co

BANKERS,

Fourth Avenue and Wood Street,

FINANCIAL AGENTS OF THE UNITED STATES FOR

FUNDED LOAN OF 1880, 1885 and 1900.

Subscription Books Now Open.

JAS. T. BRADY & CO.

IRA B. M'VAY & CO.,

Cor. Fourth Av. and Smithfield St.

BANKERS,

$100,000

Pittsburgh and Connellsville Railroad Six Per Cent. Bonds,

(TURTLE CREEK DIVISION,)

For Sale at 86 and Accrued Interest.

These Bonds are a first lien on the Turtle Creek Division of the Road, taking precedence of the 7 per cents, and dated 1 SEPT., 1870. Thirty years. Interest payable February and August.

100 shares Bank of Pittsburgh Stock for sale.

IRA B. M'VAY & CO.

$50,000

FIRST MORTGAGE BONDS

OF THE

PITTSBURGH AND ORMSBY PASSENGER R. R. CO.

These Bonds are dated May 1, 1871, for Fifteen Years, with interest at 7 per cent., and are convertible at option of the holder into the Capital Stock of the Company. For sale at 90 and accrued interest.

IRA B. McVAY & CO.

FINANCE AND TRADE

MONDAY EVENING, June 26, 1871.

The local money market continues in the same easy condition that characterized it during the past week. Good paper is in demand at low rates of interest; but when money is plenty, there is a comparative scarcity of good offering, and the banks could take everything of a first-class character that is offered. Small amount paper is still negotiated at high rates; but the open market is bare of any large amounts of acceptable paper.

—Government bonds touched a higher figure than at any time during the present year. The New York papers report a brisk demand for them from foreign houses.

—James T. Brady & Co., corner of Fourth avenue and Wood street, quote United States securities in New York Saturday as follows:

Gold	113¼
United States 6s of 1881	117½
United States 5-20s of 1862	112½
United States 5-20s of 1864	112½
United States 5-20s of 1865	111½
United States 5-20s, January and July, 1865	114½
United States 5-20s, January and July, 1867	115½
United States 5-20s, January and July, 1868	115½
Union Pacific Railroad	91¾
Central Pacific Railroad	102¾
Currency Pacifics	115

—The following table, made up from dispatches received at J. W. Kennedy's Stock Rooms, Apollo building, No. 80 Fourth avenue, shows the prices of Railway Stocks, Gold, etc., at the various sessions of the New York Stock Exchange during the day:

June 26, 1871.	10:30 A.M.	11:30 A.M.	12:30 P.M.	1:30 P.M.	2:30 P.M.	3:30 P.M.	4:30 P.M.
C. & H.——	96½	96½	97	97	97	97	97
Do. Scrip——	91¼	91¼	91¼	91¼	91¼	91¼	91¼
Erie——	27¾	27¾	27¾	27¾	27¾	27¾	27¾
Reading——	116½	116½	116¾	116¾	116¾	116¾	116¾
Harlem——	126	126					
Mich. Cent——	116	116					
Lake Shore——	112	111½	112¼	112¼	112¼	108¾	108¾
Mich. Cent. Guar——		111					
Clev. & Pitts——	117½	117½	118	117½	118	117½	117½
C. & N. W.——	87¾	87¾	87¾	87¾	87¾	87¾	87¾
Do. pref——	87¾	87¾	87¾	88	88¼	88¼	88¼
Rock Island——	111½	111½	111½	111½	111½	111½	111½
St. Paul——	59	59½	60	60	60½	57½	57½
Do. pref——	78	78½	78½	79	79	79	79
Tol. & Wabash——	58	58		58¾	58¾	58¾	58¾
Ft. Wayne——	98¾	98¾	98¾	98	98	98	98
Ohio & Miss——	46½	46½	46½	46	46½	46½	45¾
Chic. & Alton——	119¾						
Do. pref——	121						
R. I. & Erie——	27¾						
N. J. Central——	114						
Cumb'd——	17						
W. U. Tel——	59					59	59
Quicksilver——	11¼						
Pacific Mail——	41¾	41	41¼				42¼
Adams Ex——		93					
Wells F. Ex——		66		45¾			
American Ex——		45½					
U. S. Ex——		43					
Gold——	113¾	113¾	113¾	113¾	113¾	113¼	113¼

*Ex dividend.

—Messrs. Bowen & Fox, brokers and members of the Philadelphia Stock Exchange, furnish the following quotations of the closing prices to-day of the most active stocks:

Pennsylvania Central	60¾
Philadelphia and Erie	28¾
Reading, R.	116¾
Catawissa preferred	47¼
Oil Creek and Allegheny Railroad	51
Lehigh Valley Railroad	66
North Pennsylvania Railroad	48
Camden and Amboy Railroad	127
Schuylkill Navigation	19
Reading	58¼

—James W. Kennedy, Broker, No. 80 Fourth avenue, (Apollo Building), dealer in Government, State and Municipal Bonds; Railroad, Bank, Insurance and Miscellaneous Stocks. Represented daily at the New York Stock Exchange, he buys and sells stocks on a margin for the same commission and on the same terms as the New York brokers. Money to loan on stocks and bonds on collateral or with indorsed promissory notes, or on mortgages on city or Allegheny county real estate.

ALLEGHENY LIVE STOCK MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, } MONDAY, June 26, 1871, }

Cattle.

The arrivals of cattle by the various railroads centering at the Union Stock Yards, were very small, aggregating but seven car loads, and all coming from Ohio. In addition to these there were some fifteen loads driven over from East Liberty, and fully 100 head driven in from Washington and adjoining counties, making in all in the neighborhood of 300 head on sale this morning. This number is, (since the opening of the yards at East Liberty) a rather full supply, and under this influence the market ruled slow, and prices a shade lower than last week. Some few sales were made as high as 6¼c, but the bulk of them, for prime cattle, ranged from 6¼ to 6¾c. Fair butchers' stock, such as is bought by the majority of the buyers, brought in the neighborhood of 6c, while common sold from 5½ to 5¾c. Inferior stock, such as very thin steers, stags, bulls and cows, ranged from 3½ to 5c, according to quality, condition, &c. The market, on the whole, was not so good as that of last week, and prices may be quoted from ¼ to ½c lower.

There were not so many prime cattle on sale as there generally is, and on this account prices on that class did not suffer the same decline as on other grades.

The following are the arrivals, as reported by Mr. S. R. McKown, agent of the Pittsburgh, Fort Wayne and Chicago Railroad; also, sales as reported by the various dealers:

	ARRIVALS.	CARS.
Greenwald & Kahn, from Crestline, O		2
Greenwald & Kahn, from Wooster, O		1
Needy & Bro., from Newark, O		2
F. Vollbright, from Wooster		1

CATTLE SALES.

Zeigler & Rothchild sold 29 head Washington county cattle at prices from 5¾ to 6c.

F. Krause sold 19 head Washington county cattle at prices from 4½ to 5½c. Four head left over.

S. Marks & Bro. sold 59 head Ohio cattle at prices from 5½c to 6¼c.

P. Schidmantel sold 12 head Butler county stock at prices from 5½c to 6c.

M. Krauss sold 10 head Washington county cattle at prices from 4½c to 5c. 14 head western cattle at prices ranging from 5½c to 6c.

S. Lowenstein & Hartman sold 47 head at prices ranging from 5½c to 6¼c.

Simon Kaufman sold 15 head Washington county cattle at prices from 4½ to 5¼c.

Keifer & Byer sold 51 head cattle from Ohio at prices running from 5 to 6¼c.

S. Trauman sold 53 head cattle from Ohio and Kentucky at prices from 5 to 6¼c.

Jack Needy sold 48 head Ohio cattle at prices from 5¾ to 6¼c.

J. & L. Shamberg sold 33 head St. Louis cattle at prices from 5½ to 6¼c.

E. Katz sold 33 head Western stock at prices from 5¼ to 6¼c.

Sol. Shamberg sold 6 head fairish at prices from 5¾ to 6c.

Greenwald & Kahn sold 63 head western stock at prices from 5¾@6¼c.

J. Lobeman sold 26 head western stock at private terms.

James Hanlon sold 27 head Washington county stock at prices running from 4½@6c.

F. Vollbright sold 16 head bulls, stags and cows at prices from 3½@3¾c, very common.

Sheep.

The number of sheep on sale this morning was between 600 and 700 head, the majority of which were from Butler and Washington counties. A good many were sold on the road, as they were being driven in to be placed on this market. Trade was slow to-day, and prices lower. Lambs were in fair supply and figures lower fully 50c per head than last week. Sheep were not quite as plenty, and the falling off from quotations of last week was very little. The quality on sale was good. The following are the transactions as reported by the various dealers:

Sales.

J. Keefer & Krause wholesaled to Chas. Auil 168 head sheep and lambs at $2 60 ₰ head.

Adam Eckert sold 91 head of Butler county lambs at prices from $2 00 to 4 00 ₰ head; also, 12 head sheep from $3 50 to 5 00.

Alex. McDowell sold 117 sheep and lambs from Lawrence county at prices from $4 87 to 5¼c ₰ lb for sheep, and $3 25 ₰ head for lambs.

A. Seidle wholesaled to Chas. Auil 178 lambs at $3 50 ₰ head.

M. Kaufman sold 62 head sheep and lambs from Butler county at prices from $1 25 to 4 00 ₰ head.

M. Humes sold 126 head Beaver county sheep and lambs at prices from $2 00@3 00 for lambs, and sheep from $2 25@4 00 ₰ head.

W. Neeley sold 104 lambs at prices from $1 50@3 00 ₰ head; also, 6 sheep at $3 50 ₰ head.

Emerick & Co. sold 36 head sheep and lambs at prices from $2 25@3 25 ₰ head.

EAST LIBERTY RETAIL MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, } MONDAY, June 26, 1871. }

Cattle.

The number of cattle on sale this morning was fully 300 head, consisting mainly of fair butcher stock, with here and there a sprinkling of really fine steers. The market opened up rather slow owing to the absence of the usual number of buyers, and continued so until the arrival of the mail train from Pittsburgh, which had on board a fair number of butchers. When they arrived at the yards matters livened up, and cattle commenced to sell more brisk, and at the time we left the yards (10 o'clock) it looked as if everything would be cleaned up. The prices obtained were not quite so good as those of last week, fair butcher stock selling from 5¾ to 6¾c; prime 6 to 6¾c.

PRODUCE AND GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, } MONDAY, June 26, 1871. }

REMARKS—The market opened this morning at about the same rates which it closed on Saturday. This early in the week we cannot predict the ruling of the market, but "guess" that it will not vary much from last week's quotations. We omit our usual report.

PITTSBURGH OIL TRADE.

OFFICE OF THE PITTSBURGH COMMERCIAL, } TUESDAY, June 27, 1871. }

REMARKS.—The market yesterday was a dull one, with more sellers than buyers. In fact buyers scarcely put in an appearance. It may be possible that they have gone on an excursion in order to welcome the Baltimoreans. At all events there was nothing of importance transacted. The tendency was downward.

CRUDE.

The following are the asking rates: Spot 13@13¼c; June 13@13½c; S. O. all year 12½@12¾c; B. O. all year 13¼@13¾c.

SALES:

1,000 bbls B. O. all year.....13¾c

REFINED.

The market was a dull one, with more sellers than buyers. Prices continue 24c. We quote as follows: Spot or June 25¼c; July 25½c; August 25½c; September26c. We did not learn of a single sale.

COOPERAGE.

Oil barrels—Market very dull and prices weak. Sale 250 country made, on spot, at $1 60, delivered. Buyers of city made, on spot, at $1 65, with sellers at $1 70 each.

[Western Union Telegraph Line.]

TITUSVILLE, June 26.—The market was weak and quiet to-day, and there were few transactions reported. We quote the following

SALES:

2,000 bbls upper road, B. O. July.....$4 80
1,000 bbls upper road, regular.....4 65
500 bbls upper road, spot.....4 62½
250 bbls upper road, spot.....4 60
1,000 bbls lower creek.....4 85
500 bbls lower creek.....4 87½

NEW YORK, June 26.—Closing Saturday.—Crude in bulk very dull at 14½c bid, and 14½c asked, with no sales. Refined continues in buyers' favor, and prices are more or less nominal; for June 25c; sales of 2,000 bbls June at 25c; 1,000 bbls each July and August at 25½c, and 1,000 bbls July or August on spot. Philadelphia delivery inactive and unsettled; for June 25¼@25½c; sales of 1,500 bbls for July at 25¼c.

OIL CITY, June 26.—Market dull, and no disposition to operate on either side; ordinary oil, lower creek held at $4 50@5 00; 47 gravity at Oil City held at $5 15@5 20.

PETROLEUM CENTER, June 26.—Market quiet at $4 85 to $4 90.

TITUSVILLE, June 26.—Market very quiet and nothing doing at $4 50@4 55 on upper creek.

PHILADELPHIA, June 26.—Market steady; S. W. 25¼c; June 25½; July 25¼; August 25½; August 26c. Crude 13½c.

[By Pacific and Atlantic Line.]

PHILADELPHIA, June 26.—Crude is very dull; one very small sale made at 14½c, which price would be paid for a time; receivers ask 14¾c; bid 14½c; spot oil—no demand.

PETROLEUM CENTER, June 26.—Market dull; offering $4 85; holding at $4 90.

ROUSSEVILLE, June 26.—Market quiet and dull; offering at $4 75@4 80.

TIDIOUTA, June26.—Market hard to quote, asking $4 75.

NEW YORK, June 26, 2:25 P. M.—The market is a little firmer as regards refined; 25¼c could be obtained for June-oil, and 25½c could be paid for cargoes by exporters, sellers suit vessel, up to the 15th of June. The receivers hold rather firm and in consequence very little doing, exporters not anxious to pay the prices asked. The only sale to report is, 500 bbls June at 25¼c.

PHILADELPHIA, June 26, 5:30 P. M.—June 25½c; July 25½@26c; August to October, 26¼@26½c; crude 14¾c; sales 1,000 June, 2,000 July, 1,000 first half July, 25½c; 2,000 last half July, 25½c.

NEW YORK, June 26, P. M.—Market quoted firm; June oil is a little scarce. Two outside shippers bought 2 or 3 cargoes—in all 15,000 bbls, paying 25½c for 7,000 and 25½c for 8,000 bbls spot and 25½c for crude remains about the same, 14¾c bid, with 14¾ asked.

Crude Oil Received by Allegheny Valley R. R.

Shipper	Consignee.	Bbls.
Oleopolis Oil Works	J P Miller	80
J B Rathbun	Standard Oil Works	148
James Wilkens	Standard Oil Works	327
Duncan & Young	Standard Oil Works	80
Duncan & Young	Standard Oil Works	80
J Brainard	Resolute Oil Works	74
H McKelvey	Superior Oil Works	302
Parker & Thompson	Standard Oil Works	250
Parker & Thompson	Spray Oil Works	148
Bates & G	Standard Oil Works	67
Bates & G	Liberty Oil Works	74
Hulbert & Prew	Brilliant Oil Works	149
J Munhall	Brilliant Oil Works	74
J Helper	Spray Oil Works	74
O C & A V R R	Union Oil Works	450
M & A V R R	Sterling Oil Works	74
H McKelvy	Star Oil Works	761

Crude Oil Received by Rail and River.

Shipper	Consignee.	Bbls.
J P Miller	Standard Oil Works	1,160
Eagle Oil Works	300 Kier's Oil Works	222
Keystone Oil Works	275 Liberty Oil Works	74
Superior Oil Works	302 Spray Oil Works	450
Brilliant Oil Works	74 Star Oil Works	74
Union Oil Works	400 Sterling Oil Works	74
Total		4,580

Refined Oil Shipped East by W. P. R. R.

Ralston & Waring, 250 bbls to Waring, King & Co, Philadelphia.

Kirkpatrick & Lyons, 105 bbls refined to Logan Row & Co, Philadelphia.

Elkins, Bly & Co, 150 bbls to Waring, King & Co, Philadelphia.

Total, bbls.....505

WOOL MARKET.

The Minerva, O., *Commercial* says: Large quantities of wool have been purchased in this place, the past week, at fifty-six cents per pound. For the first time since the time "whereof the memory of man runneth not to the contrary," the farmers are satisfied. They are getting more for their wool than they expected.

MARKETS BY TELEGRAPH.

Chicago Market.

CHICAGO, June 26, 1871.

FLOUR—Dull and weak.

WHEAT—No 2 spring quiet and ½c lower; closed at 97¾c cash or June; this afternoon quiet and unchanged.

CORN—No 2 mixed active and ½@¾c lower; closed at 36¼c; this afternoon quiet at 36¼@36¾c.

OATS—No 2 fairly active and ½c lower; closed at 40½c.

RYE—No 2 stronger and 1@2c higher at 80@82c.

BARLEY—No 2 nominal.

HIGHWINES—Steady at 89c.

PROVISIONS—Quiet; mess pork $14 50. Lard firmer at 10@10½c. Nothing doing in meats.

HOGS—Active at $5 75@5 80; receipts 7,000; shipments 7,000.

CATTLE—Quiet at $4 25@5 75.

New York Market.

NEW YORK, June 26.—Cotton dull and drooping; middling upland 26c. Flour dull and unsettled; superfine western and State $5 15@5 40; common extra $5 45@6 10; good to choice $6 10@6 20; white wheat extra $6 70@7 10. Ohio extra $6 00@6 75. St. Louis $6 10@8 00. Rye—four easier at $4 10@5 50. Corn—Mixed Western Whisky dull and drooping at 95@c. Wheat dull and a shade lower; sales 31,000 bush at $1 60@1 48¾; red and amber $1 55@1 58¾; white Michigan $1 70. Rye, barley and malt dull. Corn dull and declined; sales 69,000 bush; western mixed 70@71½c; good to choice 72@73c. Oats dull and unchanged; western and State 45@46c. Hay and hops unchanged. Coffee steady; Rio 12@15c. Sugar steady; Cuba 9@10c. Molasses dull and unchanged. Rice 9¼@9¾c. Crude petroleum 14½c; refined 25½c. Pork dull and drooping; mess $14 25@14 37½; prime $12 00@13 00; prime mess, new, $12 50@13 00. August $15 00. Beef quiet; mess $10 00@11 00; extra $14@17; Hams $20@28; prime mess and India, $30@32. Cut meats steady; middles dull; long clear 10½c; short and long clear nominal. Lard firmer; prime steam 9¾@10c; kettle dried 10½@10¾c. Butter dull but unchanged; western 16@22c. Cheese 10@12½c.

LATER—Flour firm at $5 90@6 30 for shipping extras. Wheat steady. Lard—July 11c bid and 11¼c asked. Eggs firm at 17½@18c.

New York Cattle Market.

NEW YORK, June 26.—Beeves count 7,900 for the week, and 4,500 for the day; cows, 300 for the week; 100 for the day. Hundredth street, and 66 at Weehawken. The market was rather slow, but not so depressed as yesterday. The stock nearly all sold, ranging from 8¾ to 15c, mostly 11¾@12¼c, averaging 11¾c. Texans driven in from Illinois of 64 cwt 10@11½c; 70 Texans of 64 cwt $60. Cattle were generally poor, with prime 12 cwt and upwards of 60 Kentucky, 8 cwt, sold at 12½@13c; some poor Texans won't sell.

Sheep and Lambs—Receipts 26,600, and a bad market for the day; 4,700 lambs are a glut; poor sell at 6@7c; fair to choice 8@9½c. Sheep slow at 4½@5½c; choice 6c, a car of the Montpelier and Wells River Railroad.

Hogs—Receipts 29,600 for the week, 9,900 to-day; still prices advanced ¼c, dead selling at 6@6¼c, living at 5@5½c.

New York Dry Goods Market.

NEW YORK, June 26.—The dry goods market, though lacking in animation, is gathering in strength, wholesaling houses are gathering supplies, and dating bills ahead. The stock of available goods is becoming reduced, and the new invoices carrying forward are held with increased firmness. All classes of goods command better prices, less discounts or less time being given where an advance is not established. Fruit of the loom 4-4 bleached muslins 17c; do 7-8 width 15c; do do 10-4 23c; do 9-4 20c; 40-inch cambric 20c; Lonsdale 4-4 Head, yard wide, 14½c; Arkwright 18½c; Greenville 15c; Bailou & Son 19½c; Lonsdale 17½c; Pocasset 15½c; Stark bags are sold ahead at 35c, and Amoskeag at 30c; Jewett city stripes 19@20c; Lancaster 20c; Eagle 20c; Farmers and Mechanics denims 19c; Harmaker 13½c; Beaver Creek AA 21c; B B 19c; Conestoga brown drills 13½c; 20-inch bleached 14½c; Andrascoggin sateens 15c; Kearsarge 14½c.

Cincinnati Market.

CINCINNATI, June 26.—Cotton dull but firmly held; middling 30@30½c. Flour firm; family $6 30@6 55. Wheat scarce and firm. No 1 red winter nominally $1 80; sales of choice red by sample at 1 46. Corn firm at 56c. Rye dull and unchanged at 90@95c. Oats steady at 52@55c. Barley dull and declined; sales new fall at 85c. Provisions quiet and in good demand. Oils unchanged. Eggs firm at 16c. Butter firm at 18@22c. Cheese firm. Pork held firmly but no demand; nominally $15 00. Lard firm at 10c. Bulk meats firm; asking 6c for shoulders and 7@7½@8c for sides. No 1 whitewater quiet; 6c for shoulders and 8½@8¾c for sides; a sale of shoulders was made at 6½c. Hogs scarce and firm at $4 25@4 50. Tobacco active and advanced.

Cleveland Market.

CLEVELAND, June 26.—Wheat—No 1 red winter $1 41; 2 cars on track $1 41; at the close offered at $1 42 from other southern buyers. Corn dull and unchanged. Oats quiet and unchanged. Crude petroleum quiet at $5 05@5 10; refined 25½@25¾c.

Philadelphia Cattle Market.

PHILADELPHIA, June 26.—Beef cattle dull, and rather lower; sales 2,400 at 7½@8¾c for extra Pennsylvania and western steers; 6@7c for fair to good; 4½@5½c for common. Sheep in fair demand at an advance; sales 12,000 at 5@6c. Hogs dull and lower; sales 3,000 at $6 50@6 75.

Louisville Market.

LOUISVILLE, June 26.—Tobacco—Sales very light and market very active at extremely high prices. Cotton quiet and nominal 29¾c. Flour quiet and weak; extra family $6 50. Wheat weak; sold $1 50. Corn firm, with sales of shelled sacked at 72c. Oats quiet at 46c. Rye quiet at 80c. Provisions quiet and firm at Saturday's quotations. Whisky dull at 89c.

Toledo Market.

TOLEDO, June 26.—Flour firm. Wheat steady; No 1 white Michigan $1 49; amber Michigan $1 52½; No 1 red $1 49@1 44; No 2 do $1 42@1 40. Corn steady; high mixed 50c; low do 50c; yellow 48c. Michigan 50@52c; white 48c. Oats quiet and unchanged; No 1 55½@57½c; No 2 54c; Michigan 53c. Freights weaker; to Buffalo 2½c.

Detroit Market.

DETROIT, June 26.—Wheat dull and drooping; extra and No 1 Treadwell wanted at $1 40@1 41; 1@2c higher asked. Corn steady at 60@61c. Oats 36c. Potatoes weaker at $1 10.

Nashville Market.

NASHVILLE, June 26.—Cotton dull; low middling 17½c. Flour dull and unchanged. Provisions quiet; sugar-cured hams 15c, packed. Lard 11½c. Corn 75@75c. Oats 70c. Barley 85c. Wheat $1 30@1 50. Flour $5 25@8.

COTTON MARKETS.

New Orleans.

NEW ORLEANS, June 26.—Cotton weak; low middling 18¼c; middling uplands 19¾c.

Charleston.

CHARLESTON, June 26.—Cotton dull at 19½@20c.

Mobile.

MOBILE, June 26.—Cotton nominal at 19¾c.

Galveston.

GALVESTON, June 26.—Cotton dull; good ordinary 18c.

PETROLEUM.

(TRADE MARK.)

ECLIPSE

LUBRICATING OILS

HERBERT W. C. TWEEDALE,

174 Wood street, Pittsburgh.

E. S. WARING, Pittsburgh. HENRY M. KING, Philadelphia.

WARING & KING,

Comulsion Merchants and Brokers in Petroleum and its Products.

Office No. 4 DUQUESNE WAY, Pittsburgh, Pa.

JOHN M. COOPER

STEAM PUMPS.

No. 882 PENN STREET,

PITTSBURGH, PA.

New York Finance and Trade.

Gold Closed at 112¾@112⅝.

NEW YORK, June 26—P. M.

GOLD.

Gold strong at 112¾@112⅝. Loans were made at 1@2 per cent. for carrying. Clearings $35,000,000. Double eagles are at a premium of ⅜@5-16 over smaller gold. The Assistant Treasurer paid out to- day $4,000,000 on account of the July interest.

MONEY

Easy at 2@ cent.

EXCHANGE.

Sterling exchange 110¾.

GOVERNMENTS

Governments strong with a slight advance on Saturday's prices, the market being without a feature.

Coupons, 1881	115½	5-20s, 1867	115
5-20s, 1862	113½	5-20s, 1868	115
5-20s, 1864	113½	10-40s	110⅝
5-20s, 1865, new	114⅝	Currency 6s	115

STATE SECURITIES

Dull, except Missouris, which are strong and higher.

Missouris	90½	Virginia, old	66
Tennessees, old	72¾	North Carolinas, old	47
Tennessees, new	72¾	North Carolinas, new	37
Virginias, new	71		

STOCKS.

The stock market has been strong and active, with slight reactions. Some of the "bears" covered to-day, who were large sellers at the lowest point. The most active stocks have been Lake Shore, Ohio, Western Union, Union Pacific and Northwestern. The market closed firmer. There was a good borrowing demand for the leading railroad shares to-day, and many of them loaned flat, while Lake Shore was worth ⅛ per cent. before closing the transfer books. To-day Mr. John W. Gillespie, one of the brokers carried down by the panic, made a proposition to his creditors that they release him and accept the principal, Mr. Woodward. Most of the creditors have agreed to accept the terms.

W. U. Telegraph	59	Rock Island	111¾
Quicksilver	11¾	N. J. Central	113
Mariposa	4½	St. Paul	58¾
Mariposa, Preferred	7	Preferred	78¾
Adams Express	67	Wabash	58¾
Wells-Fargo Express	45½	Preferred	80
American Express	56	Fort Wayne	97¾
United States Express	53½	Terre Haute	27
Pacific Mail	42¼	Preferred	50
New York Central	97	Chicago and Alton	119¾
New York Cent. Scrip	92	Preferred	121
Erie	27¾	Ohio and Mississippi	45½
Erie Preferred	53	Cleve., Col. and Cin	97½
Harlem	126½	Burlington and Quincy	116
Preferred	130	Lake Shore and Tr	108¾
Reading	117½	Illinois Central	135
Michigan Cent.	120	Cleveland & Pittsburgh	117¾
Cleveland & Pittsburgh	112¾	Central Pacific Bonds	102
Northwestern	88¾	Union	91¾
Northwestern Pref'd	88¾		

Milwaukee Market.

MILWAUKEE, June 26.—Flour extra spring weak at $5 50@6 00; winter $6 00@6 50. Wheat dull; sellers; No 1 $1 29. Corn—No 2 mixed quiet at 34c. Barley dull and nominal.

OCEAN STEAMERS.

Date of Departures from New York.

Sidonia	June 28	Glasgow.
Anglia	July 1	Glasgow.
Peretire	July 1	France.
Atlantic	July 1	Liverpool.
Cuba	July 5	Liverpool.
Nevada	July 5	Liverpool.
Assyria	July 5	Glasgow.
Australia	July 8	Glasgow.
Scotia	July 12	Liverpool.
Dacian	July 12	Glasgow.
Wyoming	July 12	Liverpool.
Iowa	July 15	Glasgow.
Lafayette	July 15	France.
Brittania	July 19	Glasgow.

RIVER TELEGRAMS.

Wheeling, W. Va.

Special Dispatch to the Commercial.

WHEELING, W. VA., June 27, 1871.

Weather clear and warm. The Venture arrived at 11 o'clock with a tow from Rochester, and returned this afternoon. River four feet three inches and falling.

Oil City.

Special Dispatch to the Commercial.

OIL CITY, June 26, 1871.

River thirty inches and falling. Weather mild.

Ironton, O.

Special Dispatch to the Commercial.

IRONTON, O., June 26, 1871.

River rising; there was a heavy thunder storm this afternoon; now very warm. The Telegraph passed down at 12 M. The local packets are all making regular trips. H.

For Latest River Dispatches See Outside.

RIVER NEWS.

ARRIVALS AND DEPARTURES.

Arrived.

E. Bennett	Carmack	Geneva.
Chieftain	Phillips	Geneva.
Elizabeth	Houghton	Elizabeth.
West Virginia	Donaldson	Geneva.
Geneva	M. A. Cox	Brownsville.

Departed.

Elector	Doyle	Geneva.
Chieftain	Phillips	Geneva.
Elizabeth	Houghton	Elizabeth.

Monongahela—Two feet eight inches and falling.

This Day's Packets.

Brownsville and Geneva. Mail Packet, 8 A. M. 5 P. M.
Geneva.....West Virginia...Brownsville, 3 P. M.

Boats Announced.

For Red River, Belle Rowland Thos. W. Rea, June 29.

THE marks last evening indicated about two feet eight inches. It was swelling during the forenoon and falling later in the day. Capt. Hen's new Red river packet will take her departure on Thursday, positively.

THE steamer Henry C. Yaeger arrived at New Orleans on Saturday.

THE steamers Lorena and Collier and barges are anxiously awaiting a rise. They have their trips on board.

THE new Brownsville and Geneva packet, Geneva, Captain M. A. Cox, arrived yesterday to receive her outfit. When completed she will take her place as a daily packet in the slackwater, in charge of an experienced officer and a clever gentleman.

THE light draught steamer West Virginia, Captain Donaldson, leaves this day for Geneva, Brownsville and Geneva. Hereafter she will leave on Tuesdays, Thursdays and Saturdays at 3 P. M. for Brownsville and Geneva. For further information apply to Captain R. S. Patterson at the wharfboat.

THE New Orleans *Republican* says: Freights to all points are very scarce, and at absolutely low rates. The only boats that seem to be doing anything at all are the cotton packets. The St. Louis trade has very light trips, and rates are low, so much so as to make the captains all sick and want to go home.

OFFICIAL SURVEY OF THE OHIO RIVER FROM PITTSBURGH TO CAIRO.—At the request of our river friends we have published a third edition of this important table, with various improvements. It can be obtained at the COMMERCIAL office at ten cents per copy, or three copies for twenty-five cents.

THE packets on the slack water arrive and depart on time. These boats are a great accessory for the trade, and are in charge of careful and attentive officers. If you want any further information call on Captain A. S. Carlisle, on the wharf boat. Eight A. M. and five P. M. is the hour of departure.

THE D. T. Lane was still purchasable when the time of sale arrived yesterday. The auctioneer announced that another "dispatch" had been received from Cincinnati with an offer of $18,000, and that if any person present would bid more they could have the boat. As no person offered any advance, the auctioneer announced that it was "knocked down" to negotiations, and then took a walk and the crowd followed suit.

THE new and light draught passenger packet Belle Rowland, Captain Thomas W. Rea, will take her departure on Thursday, positively. This boat has superior accommodations, and for speed and handling light draught, will meet with no detention. Captain Rea is an experienced boatman and a very gentlemanly officer, and always takes a large number of passengers. Shippers will have their freight down in time.

IMPORTS BY RAIL AND RIVER.

Per Pittsburgh, Ft. Wayne and Chicago R. R.

Pittsburgh Forge Co, 5 cars scrap iron, Dilworth, H & Co, 24 bbls fish, Yaeger & Co, 2 pkgs mdse, J W Woodwell, 25 bbls oil, M M McCullough & Co, 5 bbls alcohol, Vogt, M & Co, 30 bbls whisky, Hamilton, J & Co, lot corks, Shoenberger, B & Co, 2 cars limestone, Shipton & Wallace, 50 bbls wine, Bissell & Co, 100 bbls flour, T C Jenkins & Bro, 200 do do, Godfrey & Clark, 8 do vinegar, Archbold, Co, 5 do do, Hamilton, J & Co, 10 tobacco, T C Jenkins & Bro, 84 hds cheese, R Pflaum, 1 bdl leather, Louis Peters, 1 pkg mdse, Kerr, D & Co, 3 bxs w glass, DeLange & Co, 8 rolls leather, 1 bdle shoe pegs, Lange & M, 6 bbls oil, Hamilton, J & Co, 12 bbls eggs, H Riddle, 10 do do, P Duff & Son, 50 bbls eggs, James Marshall, 1 pkg mdse, Adams Express Co, 25 bbls produce, Houck, Z & Co, 1 pkg mdse, Scott, A & Co, 2 pkgs sundries, D Wallace, 14 sacks wheat, Hale & Bro, 85 bbls oil, Hamilton, J & Co, 10 do follows, S M Kerr, 3,500 fire brick, Bissel & Co, 1 car do do, H Gorley & Son, 50 bbls whisky, J H Parker, 1 bdle handles, Logan & Gregg, do do, John Donlan, do do, W O Turnbull & Co, 1 pkg mdse, Graff, C & Co, 25 bbls eggs, Lang & McK, 1 car lime, Dilworth, H A Co, 10 bxs thread, Reno Owen, 5 tes hams, J H Parker, 1 do do, W J Readin, 238 bxs cheese, Edwin Law & Co, 1,000 bbls roofing slate, Hamilton, J & Co, 1 pkg mdse, W H Graff, 26 bbls eggs, McCullough & Smith, 30 bxs eggs, Graff, H & A, 1 car Brownsville, J Woods, Son & Co, 1 car castings, J A Graff, 9 bbls eggs.

ALLEGHENY CITY.

Beymer, Bauman Co, 8 skds kgs, Andrew Mayell Co, 1 bx machinery, S M Cummings, lot charcoal, Ralya & R, 1 car stoves, Jos McNaugher, 1 car stone, George Oberlin, 2 kgs brass, Pittsburgh Forge Co, 20 pigs iron, W Ellison Sons, 6 bxs mdse, G W Stevenson, 4 cook stoves, 18 kettles, 18 pots, 4 ash pots, J Fleixner, 25 pkgs 1 furs, M Binsky, 4 do 1 furs, W W Warner Co, 12 do do, J P & R H Knox, 2 cars stone, Forsaker & Marcus, 1 car coke, W P Town sold, 12 coke rivets, Fahnestock, H & S, 4 sks kegs, Isaac Heilig Brewing Co, 2 casks beer, Hamilton, J & Co, 100 bbls flour, Duquesne Lime co, 1 car lime stone, J R Holmes, 1 car lime, A J Neff, 30 do do, J K Shryock, 1 car butter, Co, 2 cars stone, C G McMillen, 1 car pipe, Superior Iron co, 1 car lime stone, Halve & Bro, 50 bbls flour, Gutteman Co, 6 do do, Smith & Co, 30 bags barley, G & W M Campbell, lot 1 implements, J Mellon, 1 car shingles, Lewis, Dailey, Dalzell & Co, 2 cars x ware, U Walters & Son, 6,000 ft lumber, Ewin Bros, 1 car coal, J A Dawson, lot h goods, Mahoning Furnace Co, 1 car cinders, E & C Mayer, 1 pkg mdse, Jos Schoen, Geo Stewart and Co, 50 bbls flour, Hitchcock, McC and Co, 1 car feed in bulk, Delange and Co, 7 bbls oil, McCracken and Bro, 180 sks grain, 5 bb

THE VERY LATEST.

FIENDISH OUTRAGE.

Attempt to Exterminate an Indiana Family—Jugs of Benzine and Torpedoes the Means Used—Terrible Excitement in the Community—The Perpetrator to be Lynched if Caught.

LOUISVILLE, June 26.—Special dispatches to the New Albany *Ledger* this afternoon give an account of a diabolical outrage near Orleans, Lawrence county, Ind., yesterday. A party of assassins attacked the house of the Moody family, consisting of four old bachelor brothers, Mrs. Tolliver, their sister, and a hired man named Lee. They threw three jugs of Benzine into the rooms occupied by the family. They threw in several large torpedoes loaded with buckshot, nails, spuits and similar missiles. The torpedoes exploded, set fire to the benzine and aroused the family, when the assassins commenced firing with revolvers into the doors and windows. Mr. Thomas Moody was shot in the leg, the ball ranging upward through the body and coming out at the upper portion of the breast. Lee received a severe wound in the thigh and another in the back. Mrs. Tolliver was horribly burned with benzine and torpedoes. The assassins escaped. The community are greatly excited, and ten thousand dollars were raised to prosecute the guilty parties when caught. Detectives are busy ferreting them out. The people are almost wild to get the assassins, and threats of lynching are heard on every hand, but it is believed prudent counsels will prevail. At three o'clock this afternoon Mr. Moody's recovery is considered hopeless, and Mr. Lee's very doubtful. It is understood Moody's statement of the affair has been reduced to writing, and it is said he recognized several of the attacking party.

RAILWAY MATTERS.

MEETING OF OFFICIALS IN ST. LOUIS.

ST. LOUIS, June 26.—A number of prominent railway officials, representing the Pennsylvania Central, Toledo, Wabash and Western, Decatur and St. Louis, Chicago, Alton and St. Louis, Indianapolis and St. Louis, North Missouri, St. Louis, Vandalia and Terre Haute, Pennsylvania Company, Indianapolis and St. Louis Bridge Company, and others, have been in consultation here to-day in regard to the location of the union depot, and other matters. Action on the bridge, &c., but no definite action was taken. Another meeting will be held to-morrow.

THE ALABAMA AND CHATTANOOGA BANKRUPTCY CASE.

MONTGOMERY, ALA., June 26.—The decision of the United States District Court, placing the Alabama and Chattanooga Railroad in bankruptcy was to-day reversed in the United States Circuit Court, at the cost of the petitioning creditors, and the road ordered into the possession of the company.

MICHIGAN CENTRAL ELECTION.

DETROIT, June 26.—At a meeting of the stockholders of the Michigan Central Railroad, held this morning, the following gentlemen were elected Directors for the ensuing year: James F. Joy, of Detroit; John W. Brooks, Nathaniel Thayer, Sidney Bartlett and H. H. Hunnewell, of Boston; Augustus Corning, of Albany, and George F. Talman, Moses Taylor and John Jacob Astor, of New York. The Board of Directors this afternoon re-elected all of the present officers.

MEETING OF DIRECTORS OF THE CLEVELAND AND PITTSBURGH.

NEW YORK, June 26.—At a meeting of the Directors of the Cleveland and Pittsburgh Railroad today, it was resolved that no legal power exists under the charter of the Company, or laws of the State, by which the increase of fifty per cent. desired by the stockholders can be made, and that the Treasurer be directed to give such notice.

THE BOOK CONCERN CASE.

Action of the Bishops on the Suspension of Dr. Lanahan—Decision of the Committee Reversed.

NEW YORK, June 26.—The Board of Bishops of the M. E. Church to-day virtually reversed the decision of the Book Committee in the case of Dr. Lanahan. The veto of a single Bishop, according to the Discipline, was enough to nullify the proceedings of the Committee in expelling him. This veto vote came from Bishop Ames. Bishop Janes voted with the Committee.

NEWS SUMMARY.

BY TELEGRAPH.

The experiment at Cincinnati of opening the public library on the Sabbath has not equaled public expectation. Comparatively few now attend.

The Athletics of Philadelphia beat the Red Stockings of Boston at base ball yesterday, by a score of 29 to 5.

Valmaseda is at Santiago de Cuba.

The concert by the united Catholic choirs of Cincinnati, in honor of the twenty-fifth anniversary of the pontificate of Pius IX., interdicted on the Sunday night by Mayor Davis, occurred last night before a much smaller audience than usually assembles at a Catholic concert in that city.

Kingston, Jamaica, dispatches contain little news of general interest from Central and South America. Excellent coal mines have been discovered in Porn, near the Bolivian frontier. The efforts to suppress the revolution in Bolivia were unsuccessful. The revolutionists seem to have possession of Guatemala. Guerrilla war is extensively carried on. Peace prevails in San Salvador. Insurrection in Honduras has been quelled. Costa Rica is quiet. The heavy rains did a great deal of damage. The cattle disease was spreading. Labor is scarce in Jamaica, and many workmen are in a starving condition.

The contested election cases come up in the New Hampshire Legislature to-day. It seems probable that the persons claiming seats from the First and Second wards, Concord, will be sent home.

Eight counterfeiters were arrested and brought to Cleveland yesterday with $8,000 counterfeit money in their possession. The arrests were made by the Secret Service Division of the United States. Sam Rivers and Harry Hanly, two of the counterfeiters, are charged with murder and various robberies in Kentucky and Indiana.

The managers of the Cincinnati Industrial Exposition, to commence September 6th, issued circulars of classification and premium lists yesterday. The classification is more extensive and perfect than last year. The premium list embraces $74 gold, silver and bronze medals, besides special premiums for raw cotton.

The body of a negro man was found in the river yesterday, about six miles below Portland. The man is supposed to have fallen off a boat and to have fallen off a boat at New Albany, Indiana.

The *American Churchman*, of Chicago, the leading Episcopal journal of the West, has been consolidated with the *Churchman*, of Hartford, Connecticut. It is claimed that this consolidation gives the *Churchman* a circulation unparalleled in the history of the journalism of this religious denomination in this country or England.

Wm. Butler, colored, was trying to break a bombshell at Gaylord's foundry, Newport, Ky., yesterday afternoon, when it exploded, throwing him into the air and killing him.

A motion to admit to bail Dr. Blackburn, indicted for the murder of Mary Jane Lovell, on the ground of failing health, was overruled yesterday, at Chillicothe, Ohio.

Great preparations are making at Dayton, Ohio, for the dedication of the new Odd Fellows' Temple, Fourth of July.

The wheat harvest is nearly completed in Montgomery county, Ohio. The crop is unusually good.

A fire at Northampton, Massachusetts, Sunday, burned the large building occupied by Clement & Hawk's Manufactory and the Northampton Machine Company, with stocks, tools, etc. Loss of the former $18,000; insured $6,000. Loss of the latter $35,000; insured $25,000.

NEW YORK.

NEW YORK, June 26, 1871.

RECEPTION TO DR. HALL.

Captain Hall, the Arctic explorer, had a reception to-night at the rooms of the Geographical Society, Judge Charles P. Daly, president, in the chair, presiding. H. A. Grinnell presented Captain Hall with an American flag which accompanied one of the previous American expeditions to the north pole. It is doubtful whether the Polaris will sail to-morrow.

ARRIVED,

The steamship Nevada, from Liverpool.

THE SAANGERFEST.

Nineteen singing societies, comprising the Northeastern Saengerbund, contested at the prize concert at Steinway Hall to-day for three magnificent prizes. The enthusiasm was immense, and the crowd so great that the hall was unable to contain half the people who sought admission. Hundreds of members were unable to get into the entrance. The successful contesting societies' names will not be known for some days, but the scenes which, according to the general opinion, did the best were, in the first class, the Junger Mannerchor, of Philadelphia, and Liederkranz, of Baltimore; in the second class, the Choralists, of Washington, and the Quartette Club, of Philadelphia, and in the third class, the Harmonie, of Baltimore, Saengerbund, of Buffalo, and the Germania, of Poughkeepsie. The grand concert of the Saengerfest at the Empire Rink this evening was a great success. Not less than 5,000 people were present. The utmost enthusiasm prevails, and the singing of the societies was much applauded.

ADDITIONAL RIVER DISPATCHES.

Sinking of the Leonidas.

CINCINNATI, June 26.—The steamer Leonidas, which sunk to-day opposite New Albany, is insured here for eleven thousand dollars, which the Company claim will be redeemed at sight upon proofs, on account of depreciated value. She was valued last January at sixteen thousand. She left here on Saturday for New Orleans with a valuable cargo of Cincinnati freight, part on barge

CINCINNATI, June 26.—River six feet six, and slowly falling. Arrived—Nightingale, Arkansas river; Annie Lamar, Red river. Clear and warm.

Louisville.

LOUISVILLE, June 26.—River about stationary with twenty inches in the chute and three feet eight in the canal. Very hot; mercury ranged from 94 to 96. No business. The Anna, St. Louis to Cincinnati, passed up. The Mary Houston has laid up for the season.

Evansville.

EVANSVILLE, June 26.—Weather chiefly clear; heavy rain this morning; mercury 92. River falling six inches. Port list: Up.—J. H. Bigler, 9 P. M.; Champion, 11 P. M.; Nashville Belle, 4 A. M.; Florence Lee 4 P. M.; Fayette and Tarascon, 5 P. M.; W. Cowan, 9 P. M. Down—Bowling Green, 12:15 A. M.; J. H. Bigler, 1 A. M.; Mary Houston, 2 A. M.; Indiana, 5:30 A. M.: Quickstep, 6 A. M. Business active and the boats had good trips generally.

Nashville.

NASHVILLE, June 26.—River falling, with four and a half feet on Harpeth shoals. Weather showery and hot. Arrived—Tycoon, Cairo. Departed—Tycoon, Cairo.

Cairo.

CAIRO, June 26.—Port list: Dictator, St. Louis to New Orleans, 9 P. M.; Grand Tower, Memphis to St. Louis, 10 P. M.; Mary Houston, Evansville to Tennessee, 10 P. M.; Burkeville, Nashville packet, 10 P. M.; Dick Fulton No. 2, New Orleans to Louisville, 3 A. M.; Kate Robinson, Arkansas river to St. Louis, 6 A. M.; Tycoon, New Orleans to Cincinnati, noon; Nashville, Memphis to Cincinnati, 3 P. M.; City of Quincy, New Orleans to St. Louis, 7 P. M. River stationary. Mercury 96.

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Memphis.

MEMPHIS, June 26.—Cloudy and rainy this afternoon; mercury 94 at noon and pleasant this evening. River declining. Arrived—Vanderbilt, White river. Departed—Dardanelle and Columbia, Arkansas river; Belle of Memphis, St. Louis; Glencoe, Natchez, and Belle Wood, New Orleans; Lockwood, Red river.

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MARYLAND AND PENNSYLVANIA.

Opening of the New Route from the Ohio to the Chesapeake.

Baltimore Shakes Hands With Pittsburgh.

Grand Excursion Over the Pittsburgh and Connellsville Railroad.

Departure of the Baltimoreans—Their Reception at Cumberland by Delegations of Pittsburghers—Scenes and Happenings on the Way—Arrival in Pittsburgh—Reception and Welcome—Guests Quartered at the Hotels—Programme for To-day—Preparations at City Hall—The Banquet To-night, &c., &c.

The completion of that important section of railroad between Connellsville and Cumberland, which had been so long delayed, and which gave Pittsburgh a new route to the tidewater, and Baltimore a new avenue to the great inland cities of the West and South, was announced several weeks ago. It was fitting, however, that an event so important to the great commercial cities on the Chesapeake, and the thriving manufacturing center at the head of the Ohio, should be formally celebrated, and arrangements were accordingly made whereby the representative men of the two municipalities directly interested should be brought together in a social and friendly way, to exchange congratulations, to become more familiar with the varied capabilities of each other, and to establish business relations which shall prove mutually beneficial and profitable. The city of Pittsburgh and Connellsville Railroad Company, through its President, Mr. Cowan, extended a cordial invitation to the citizens of Baltimore to visit us and inspect the road and its equipments, and, until it is now carrying one and a half million of tons of that source of inexhaustible wealth, your bituminous coals, to trade with us. It protects the manufacturer by cheap form and low rates of transportation, and thus aids in creating the enormous demands for this coal, which is so rapidly enriching your region. [Cheers.]

In view of the immense traffic which must flow over its combined connections, and which the company has determined to build here also a grand house, for which the foundations are already laid, we hope, will add to the progress of your community. But, gentlemen, we meet to-day to celebrate an event of far more than ordinary importance. The results far reaching, of high value, most important and permanent, in the opening of the Pittsburgh, Washington and Baltimore Railroad. I will not detain you in this decree beat to relate the struggles with those gigantic enemies of the Pittsburgh and Connellsville road, but only declining, Mr. President, to answer to the toast, "Baltimore, 10 P. M.: Burksville, Nashville packet, 10 P. M.: Dick Fulton No. 2, New Orleans to Louisville, 3 A. M.; Kate Robinson, Arkansas river to St. Louis, 6 A. M.; Tycoon, New Orleans to Cincinnati, noon; Nashville, Memphis to Cincinnati, 3 P. M.; City of Quincy, New Orleans to St. Louis, 7 P. M. River stationary. Mercury 96.

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QUARTERING AT THE HOTELS.

The guests were then escorted along Water street to the Monongahela House, when the procession halted, and Col. Stewart announced that all holding tickets for the Monongahela House would now be entertained. About one hundred and fifty availed themselves of the invitation, and then proceeded up Smithfield street to the Central Hotel, where provision had been made for some fifty of the excursionists. The procession then moved down Third avenue to Wood street, thence to Sixth, and up Sixth to the Monongahela, the visitors were entertained. The Pittsburgh delegations were then dismissed and returned to their homes.

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Mayor Brush, M. L. Lawrence, Supt. of Palace Car Co.; Maj. D. C. Phillips, R. S. Warren, W. B. Brobst, John Mayell, of Boston; Maj. Anderson, William Woods, Captain Wm. Cunningham, C. P. Caughey, S. Beymer, John Fleming, W. C. McCarthy, F. A. Bates, W. R. Elliott, Geo. W. Stecket, W. H. Kerbesch, Jacob F. Culley, W. W. S. Bell, Joseph Caskey, Peter Price, A. H. Miller, Jr., S. Gormley, H. Jones, A. H. Childs, Jr., Wm. Hay, Hon. John Hon. James Blackmore, James Lowry, Jr., Robert Henderson, R. J. McGowan, Joseph Neal, J. N. Hartzell, John Caldwell, J. Mc. Mason, John Caldwell, H. Tack, Josiah King, Dr. A. Arthurs, Dr. John Dougherty, Col. H. McElroy, Col. John A. Steward, Henry Hays, Wm. H. McClurg, Hon. J. K. Moorhead, R. W. Morgan, W. C. Peniletton, C. B. McVay, Mr. Behnke, Behind, Capt. Wm. Phillips, G. F. B. Fetterman, G. F. McClain, Hon. Geo. H. Anderson, Thos. S. Bell, A. L. Bates, Jr., Hartzell, J. D. Fleming, I. R. Metzgar, Jas. F. Moore, Geo. B. Chalmers, J. M. Lysinger, G. W. Wilson, John Mentzer, John Flaherty, J. M. Snyder, John Caldwell, H. Tack, Josiah King, Dr. A. Arthurs, Dr. John Dougherty, Col. H. McElroy, Col. John A. Steward, Henry Hays, Wm. H. McClurg, Hon. J. K. Moorhead, R. W. Morgan, W. C. Peniletton, C. B. McVay, Mr. Behnke, Behind, Capt. Wm. Phillips, G. F. B. Fetterman, G. F. McClain, Hon. Geo. H. Anderson, Thos. S. Bell, A. L. Bates, Jr., Hartzell, J. D. Fleming, I. R. Metzgar, Jas. F. Moore, Geo. B. Chalmers, J. M. Lysinger, G. W. Wilson, John Mentzer, John Flaherty, J. M. Snyder, John Caldwell, W. Lindsey, W. C. Brown, J. Z. Wainwright, Jas. Todhunter, Andrew B. Fayerty, Samuel Morrow, Charles Jeremy, Ex-Mayor Weyr, R. G. Herron, John Harrison, Peter Kelly, Joseph Morgan, E. E. Forney, Joseph Shoeb, Jacob Keller, Christ. Sneltzer, John Daub, D. Aiken, Jr., Charles Jeremy, Henry Negley, Jr., Wm. Negley, A. Ahl, Charles P. Duff, J. S. Wainwright, William McKim, John Froelich, Mat Edwards, Capt. William Dalgleish, Jr., Thomas Bigham, D. Patterson, Robert Watson, George Wilson, Col. Cluley, Robert Arthurs, Hill Burgwin, Col. Harry Hays, John S. Watts, Eugene M. O'Neil, John N. Neeb, William Breen, J. Leideke, J. D. Ramsay, F. A. M. Kreps.

AT CONFLUENCE

The train stopped twenty minutes for dinner, and were revived with a bountiful repast in the Railroad Company's new eating house, under the supervision of that prince of caterers, Barney Winslow. After dinner Colonel John B. Sarver called the assembly to order and moved that for the purpose of carrying out the design of the excursion and systematizing matters, an organization be effected, and moved that Mayor Brush be called to the chair. The motion was adopted and the following additional officers were elected:

Ex-Mayors Wilson, Weaver, Lowry, McCarthy and Blackmore as Vice Presidents. The reporters of the press were chosen Secretaries. Col. Wm. Phillips, Marshal, Chief Marshal, with ex-Sheriff S. B. Cluley, Captain H. W. Mellon, Captain Jas. H. Colhoun and Henry Hays as Assistant Marshals.

Col. Stewart made a brief speech, which was appropriately responded to by Mr. James H. Colhoun, and Mayor Brush, Esq., as his substitute. Mr. Burgwin's remarks were brief, after which came

PRESENT JOHN W. GARRETT, President.

Mr. Garrett said: Mr. Chairman and gentlemen—On behalf of my fellow-citizens of Baltimore and of the Baltimore and Ohio Railroad Company, I thank you for this cordial greeting. It has been the aim and the ambition of the Baltimore and Ohio Railroad for many years, in connection with its general policy, to pursue such a course as would, as far as practicable, advance the interests and add to the power of the metropolis of Western Maryland. (Cheers.) It has been the good fortune of the company, since the close of the war, to be able to furnish you with a double track facility of use for its trains, bridges, and an improved equipment, and, what is equally important, with new and additional outlets, stretching with increased power throughout the southwest, the west and northwest. It has been the desire of the Baltimore and Ohio Company, not only to carry out the design to build up the cities formed in the benign of the soil, but to develop the cities and region through which it passes. It has therefore been a source of peculiar satisfaction to the managers of the company as they have, as we have been able, again and again, to organize and perfect improvements which have largely benefited your section and community. It has constantly encouraged the company, therefore, until it is now carrying one and a half million of tons of that source of inexhaustible wealth, your bituminous coals, to trade with us. It protects the manufacturer by cheap form and low rates of transportation, and thus aids in creating the enormous demands for this coal, which is so rapidly enriching your region. [Cheers.]

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Col. Stewart made a brief speech, which was appropriately responded to by Mr. James H. Colhoun, and Mayor Brush, Esq., as his substitute. Mr. Burgwin's remarks were brief, after which came

PRESENT JOHN W. GARRETT, President.

Mr. Garrett said: Mr. Chairman and gentlemen—On behalf of my fellow-citizens of Baltimore and of the Baltimore and Ohio Railroad Company, I thank you for this cordial greeting. It has been the aim and the ambition of the Baltimore and Ohio Railroad for many years, in connection with its general policy, to pursue such a course as would, as far as practicable, advance the interests and add to the power of the metropolis of Western Maryland. (Cheers.) It has been the good fortune of the company, since the close of the war, to be able to furnish you with a double track facility of use for its trains, bridges, and an improved equipment, and, what is equally important, with new and additional outlets, stretching with increased power throughout the southwest, the west and northwest. It has been the desire of the Baltimore and Ohio Company, not only to carry out the design to build up the cities formed in the benign of the soil, but to develop the cities and region through which it passes. It has therefore been a source of peculiar satisfaction to the managers of the company as they have, as we have been able, again and again, to organize and perfect improvements which have largely benefited your section and community. It has constantly encouraged the company, therefore, until it is now carrying one and a half million of tons of that source of inexhaustible wealth, your bituminous coals, to trade with us. It protects the manufacturer by cheap form and low rates of transportation, and thus aids in creating the enormous demands for this coal, which is so rapidly enriching your region. [Cheers.]

In view of the immense traffic which must flow over its combined connections, and which the company has determined to build here also a grand house, for which the foundations are already laid, we hope, will add to the progress of your community. But, gentlemen, we meet to-day to celebrate an event of far more than ordinary importance. The results far reaching, of high value, most important and permanent, in the opening of the Pittsburgh, Washington and Baltimore Railroad. I will not detain you in this decree beat to relate the struggles with those gigantic enemies of the Pittsburgh and Connellsville road, but only declining, Mr. President, to answer to the toast, "Baltimore, 10 P. M.: Burksville, Nashville packet, 10 P. M.: Dick Fulton No. 2, New Orleans to Louisville, 3 A. M.; Kate Robinson, Arkansas river to St. Louis, 6 A. M.; Tycoon, New Orleans to Cincinnati, noon; Nashville, Memphis to Cincinnati, 3 P. M.; City of Quincy, New Orleans to St. Louis, 7 P. M. River stationary. Mercury 96.

St. Louis.

ST. LOUIS, June 26.—Arrived—Kate Robinson, Cincinnati; Davenport, St. Paul; Commonwealth, New Orleans; Minneapolis, St. Paul. Departed—Northwestern, St. Paul; Harry Johnson, Keokuk; City of Chester, Memphis; Robb, Illinois river; St. Johns, Keokuk. River still falling, but the upper streams are rising. Weather very warm.

Memphis.

MEMPHIS, June 26.—Cloudy and rainy this afternoon; mercury 94 at noon and pleasant this evening. River declining. Arrived—Vanderbilt, White river. Departed—Dardanelle and Columbia, Arkansas river; Belle of Memphis, St. Louis; Glencoe, Natchez, and Belle Wood, New Orleans; Lockwood, Red river.

Vicksburg.

VICKSBURG, June 26.—Down—Ouachita Belle. River falling. Weather warm.

New Orleans.

NEW ORLEANS, June 26.—Arrived—Church, Cincinnati; Yeager, St. Louis. Departed Sunday—Bellast, St. Louis; Turner, Louisville; James Howard and Oliver Bratsch, St. Louis.

New Orleans Grocery Market.

NEW ORLEANS, June 26.—Sugar dull; yellow clarified 12½c. Molasses dull; poor fermenting 39@40c. Coffee quiet at 13½@15½c.

CURRENT OBSERVATIONS.

The Indianapolis *Sentinel* having pooh-poohed the Cincinnati *Commercial's* story about Governor Posey being a son of Washington, the *Commercial* sent out a special "commissioner" to Indiana to look the matter up, who corrects some of the errors of the previous statement, but insists that the Poseys descended from the Father of his country. This seems to be the local tradition in Indiana, where Governor Posey lived for a year or two, at Jeffersonville, near the Kentucky border, while his son, Colonel Thomas Posey, lived for nearly fifty years at or near Corydon, in Harrison county. When Governor Posey was appointed by Madison, in March, 1813, to be Governor of Indiana Territory, the seat of government was at Vincennes, in Knox county, whither he repaired. Shortly afterward it was removed to Corydon, the first territorial Legislature after his accession met on the 6th day of December, 1813, and Governor Posey delivered to them a brief message. On the 27th day of December he sent in a communication, stating that his health had become greatly impaired, that his physician lived at Louisville, and he had used up all the medicine he had brought with him, and that it was necessary he should remove to Jeffersonville, to be in reach of medical aid. The Legislature adjourned along until the 4th of January following (1814) but not before passing a joint resolution censuring the governor for the trouble he had put to by going off on that occasion. The resolution, by a vote, the old colonel remained at Jeffersonville long enough to be attacked in his bed by chills, which barely protruding over the edge of the precipice. The stillness is horrible. Down, down, down, we see the river attenuated to a thread, tossing its mimic waves, and dashing, with puny strength, the masses of rock a thousand feet below. All access to these tires are: Economy of first cost, durability, and long immunity from breakages. The rubber rolls are simply laid together on the wheel, and if one is injured, it can be easily replaced. The steamer Rescue, 1,000 tons burden, and strictly resembles a donkey engine on a platform, and is supposed to be capable of hauling forty tons over a good smooth road. At a preliminary trial a total load of 52,000 pounds was attached and hauled a short distance, when the tackle gear broke. It is advanced to both agricultural and mining purposes. Especially in mining districts, where timber is scarce and dear, would it prove valuable. It is stated that the steamer is more economical than mules for hauling or freight on the steamer will be tested in the quarry plows and also cut up the ground by action of patent implements, intended to cover a space of ten feet wide, and cut to a depth of twelve inches—one furrow.

Titusville Petroleum Market.

TITUSVILLE, June 26.—The *Courier* reports the petroleum market for Monday, the 26th, as follows:

SALES.

1,000 bbls upper road, spot	$4 55
1,000 bbls upper road, spot	4 55
1,000 bbls upper road, spot	4 55
1,000 bbls upper road, spot	4 60
1,000 bbls Rouseville, regular	4 75
500 bbls Rouseville, 47 gravity	4 75
250 bbls Rouseville, 46 gravity	4 75
1,000